Thursday, October 10, 2019
PERRY CITY COUNCIL MEETING AGENDA

The Perry City Council will hold a meeting on the Thursday identified above, starting at approximately 7:00 PM in the City Council Room at 3005 South 1200 West in Perry. Agenda items may vary depending on length of discussion, cancellation of scheduled items, or agenda alteration. Numbers and/or times are estimates of when agenda items will be discussed. Action on public hearings will always be later in the same meeting or at a subsequent meeting. Every agenda item shall be a discussion and/or action item, unless otherwise indicated.

Approx. 7:00 PM – Regular Meeting

1. **Call to Order and Opening Ceremonies**
   - **A.** Thought, Reading or Invocation – Toby Wright
   - **B.** Pledge of Allegiance – Nathan Tueller

2. **Approx. 7:05 PM Procedural Issues**
   - **A.** Conflicts of Interest Declaration(s), If Any
   - **B.** Pass out Warrants to Council Members

3. **Approx. 7:15 PM – Public Hearing and/or Public Comments (No Vote Needed)**
   Rules: (1) Please Speak Only Once (Maximum of 3 Minutes) per Agenda Item; **(2)** Please Speak in a Courteous and Professional Manner; **(3)** Do Not Speak to Specific Member(s) of the City Council, Staff, or Public (Please Speak to the Mayor or to the Council as a Group); **(4**) Please Present Possible Solutions for All Problems Identified; **(5)** No Decision May Be Made During this Meeting if the Item Is Not Specifically on the Agenda (with Action on Public Hearings, if any, later in the Meeting); and **(6)** Comments must be made in person or in writing (with your name being stated for the record).
   - **A.** Public Comments

4. **Approx. 7:20 PM - Presentation by Promontory School Students on Xeriscaping**

5. **Approx. 7:30 PM – Action Items (Roll Call Vote)**
   - **A.** Approval of Warrants
   - **B.** Ordinance 19-F Amending the Perry City Municipal Code Regarding Multi-Family Housing
   - **C.** Ordinance 19-G Repealing Title 7, Renumbering Title 12 to 7, Repealing and Re-Enacting Title 8 and 11
   - **D.** Ordinance 19-H Amending the Perry City Municipal Code Regarding Lot Requirements
   - **E.** Ordinance 19-I Adopting an Updated Perry City General Plan
   - **F.** Discussion and/or Action to Assign a Street Name to 100 West from 2050 South to 2100 South

6. **Approx. 8:10 PM – Minutes & Council/Mayor Reports (Including Council Assignments)**
   No Council Action May be Taken if an Item is not specifically on the Agenda
   - **A.** Approval of Consent Items
     - September 26, 2019 City Council Meeting Minutes
   - **B.** Mayor's Report
   - **C.** Council Reports
   - **D.** Staff Comments
   - **E.** Planning Commission Report

7. **Approx. 8:35 PM – Executive Session (if needed)**
   - **A.** Discussion of the purchase, exchange, lease, or sale of real property, when public discussion would disclose the value of the property or prevent the authority from completing the transaction of the best possible terms.
   - **B.** Strategy session to discuss the character, professional competence, or physical or mental health of an individual.
   - **C.** Strategy session to discuss collective bargaining.
   - **D.** Strategy session regarding pending, or reasonably imminent litigation.
   - **E.** Strategy session to discuss the deployment of security personnel, devices, or systems.

F. Discussion of investigative proceedings regarding allegations of criminal misconduct.

8. Approx. 9:00 PM – Adjournment

Certificate of Posting

The undersigned duly appointed official hereby certifies that a copy of the foregoing agenda was sent to each member of the City Council and was posted in three locations: the Perry City Offices, Centennial Park, Perry City Park; and was emailed to the Ogden Standard-Examiner, Box Elder News Journal; and posted on the State Public Meeting Notice Website on this 3rd day of October, 2019. Any individual requiring auxiliary services should contact the City Offices at least 3 days in advance (435-723-6461).

_____

Shanna S. Johnson, Chief Deputy Recorder

Report Criteria:
Detail report.
Invoices with totals above $2000.00 included.
Paid and unpaid invoices included.

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Rocky Mountain Power								
2501	Rocky Mountain Power	9/25/2019	power bill	09/13/2019	1,131.09	1,131.09	09/25/2019	
2501	Rocky Mountain Power	9/25/2019	power bill	09/13/2019	1,688.08	1,688.08	09/25/2019	
2501	Rocky Mountain Power	9/25/2019	power bill	09/13/2019	88.46	88.46	09/25/2019	
2501	Rocky Mountain Power	9/25/2019	power bill	09/13/2019	7,281.78	7,281.78	09/25/2019	
2501	Rocky Mountain Power	9/25/2019	power bill	09/13/2019	75.18	75.18	09/25/2019	
2501	Rocky Mountain Power	9/25/2019	power bill	09/13/2019	618.36	618.36	09/25/2019	
	Total Rocky Mountain Power:				10,882.95	10,882.95		
Utah Local Governments Trust								
10333	Utah Local Governments Trust	9/27/2019	workers compensation	09/26/2019	2,888.15	2,888.15	09/27/2019	
	Total Utah Local Governments Trust:				2,888.15	2,888.15		
Zions Bank								
11510	Zions Bank	10/02/2019	Utopia	09/23/2019	10,098.27	10,098.27	10/02/2019	
	Total Zions Bank:				10,098.27	10,098.27		
	Grand Totals:				23,869.37	23,869.37		

Dated: _____

Mayor: _____

City Council: _____

_____

_____

_____

_____

_____

City Recorder: _____

PERRY CITY
ORDINANCE 19-F MULTI-FAMILY HOUSING

WHEREAS, Perry City desires to allow for orderly integration of multi-family housing units throughout the City;

NOW THEREFORE, be it ordained by the Council of Perry City, in the State of Utah, as follows:

SECTION 1: **AMENDMENT** "15.05.070.2 Residential Uses" of the Perry Municipal Code is hereby *amended* as follows:

A M E N D M E N T

15.05.070.2 Residential Uses

Residential Uses	**A**	**AL**	**R1A**	**RE 1/2**	**R 1/2**	**R 1/3**	**R 1**	**R 2***	**ES**	**C**	**C1**	**IC**	**NC2**	**NC3**	**MU-C**	**MU-O**	**MU-R**	**M/IL**	**M/I**
Accessory Buildings (See Area Requirements Chart)	P	P	P	P	P	P	P	P*	P*	P	~	~	P*	P*	~	~	P*	~	~
Boarding House, Bed/Breakfast note 4 *	~	~	~	~	~	~	~	~	~	~	~	~	C	C	P*	P*	P*	~	~
Multi-Family Dwellings[2]	~	~	~	P	P	P	P	P	~	~	~	~	P	P	P	P	P	~	~
Home Occupations [1]	P	P	P	P	P	P	P	P	P	P	P	~	P	P	P	P	P	~	~
Household Pets	P	P	P	P	P	P	P	P	P	~	~	~	P	P	P	P	P	~	~
Modular/Manufactured Homes	P	P	P	P	P	P	P	P	~	~	~	~	~	~	~	~	~	~	~
Single Family Homes	P	P	P	P	P	P	P	P	P*	~	~	~	~	~	~	~	~	~	~
Zero-lot Line Home	~	~	~	~	~	~	~	P	~	~	~	~	~	~	P*	P*	P*	~	~
Model Home	~	~	C	C	C	C	C	C	~	~	~	~	~	~	C	C	C	~	~
Conservation Subdivisions	P	P	P	P	P	P	P	~	~	~	~	~	~	~	~	~	~	~	~

1. A Home Occupation may be approved with the following uses:
    a. Firearms sales, repair, and assembly

b. Barber shop, beauty salon, hair salon
c. Home Daycare
d. Home Preschool
e. Educational Facility
f. Artists
g. Authors
h. Professional office services (excluding medical, dental, and other health professional offices) including, but not limited to:
    i. Advertising
    ii. Architectural or engineering services
    iii. Consulting services
    iv. Data processing, computer programming and service
    v. Desktop publishing
    vi. Insurance sales or broker
    vii. Interior design
    viii. Real estate sales, broker, or appraiser
    ix. Contractor or handyman office
i. Culinary or home craft, or garden produce sales
j. Sales representative
k. Alternative medicine and holistic healing including: foot zoning, aromatherapy, reiki, chiropractic, massage, and other similar uses as determined by the Licensing Authority except for Sexually Oriented Businesses as defined in PMC.
l. Any use or Business not listed in this Subsection regarding Home Occupations is prohibited.

2. Multi-family Dwellings may be developed ~~under the following conditions:~~according to the allotments indicated in the Multi-family Housing Density Map, which can be found ~~here~~at the following link (Map). Existing and proposed Multi-Family Dwelling Units are counted towards the limits shown on the Multi-family Housing Density Map. When the allotted number of units in an area has been reached no more Multi-Family Dwelling Units will be ~~approved~~permitted in the area.
    a. ~~There are no more than thirty (30) Multi-family Dwelling units within a quarter mile in any direction of the proposed development (including the proposed units) with units inside the NC Zones counting as one-half (1/2) unit.~~ For the purposes of this subsection, Multi-family Dwelling Units shall not include Accessory Dwelling Units.

***Notes-see PMC 15.07.100.4 P*- Use Permitted by Design Review P- Use Permitted in Zone**

C-Conditional Use ~ Use not Permitted

PASSED AND ADOPTED BY THE PERRY CITY COUNCIL
_____.

	AYE	NAY	ABSENT	ABSTAIN
Councilmember Nathan Tueller	_____	_____	_____	_____
Councilmember Blake Ostler	_____	_____	_____	_____
Councilmember Toby Wright	_____	_____	_____	_____
Councilmember Esther Montgomery	_____	_____	_____	_____
Councilmember Andrew Watkins	_____	_____	_____	_____

Presiding Officer

_____
Kevin Jeppsen, Mayor, Perry City

Attest

_____
Susan Obray, City Recorder Perry City

PERRY CITY
ORDINANCE NO.: 19-G

TITLE 7, 8, 11, AND 12 REORGANIZED

AN ORDINANCE OF PERRY CITY, UTAH, REPEALING TITLE 7; RENUMBERING TITLE 12 TO TITLE 7; REPEALING AND RE-ENACTING TITLE 8 AND TITLE 11; SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Perry City (hereafter referred to as "City") is a municipal corporation, duly organized and existing under the laws of the State of Utah;

WHEREAS, Utah Code Annotated §10-8-84, 1953 as amended, grants municipalities broad authority to provide for safety and preserve health, and promote prosperity, improve morals, peace and good order, comfort, convenience, and for the protection of property;

WHEREAS, Utah Code Annotated §10-8-60, 1953 as amended, grants municipalities broad authority to declare what shall be a nuisance, abate the same, and to impose fines for the such nuisances;

WHEREAS, Utah Code Annotated §10-3-707 empowers the City "to revise, codify and compile from time to time and to publish in book, pamphlet or looseleaf form all ordinances of the municipality of a general and permanent character and to make such changes, alterations, modifications, additions, and substitutions therein as it may deem best to the end that a complete simplified code of the ordinances then enforced shall be presented, but with errors, inconsistencies, repetitions, and ambiguities therein eliminated."

WHEREAS, the City desires to repeal Title 7 entitled "Fair Practices And Preservation Of Citizens' Rights" as the Chapter therein has been superceded by state law

WHEREAS, the City desires to renumber Title 12 to be entitled "Public Services" Title 7;

WHEREAS, Utah Code Annotated §10-11-1, et seq., authorizes the City Council to adopt Chapter 8.02 of this Ordinance;

WHEREAS, Title 15A of the Utah Code Annotated establishes the "State Construction and Fire Codes Act" which the City is require to implement;

WHEREAS, the City desires to implement changes made by the Legislature to the State Construction Code;

NOW, THEREFORE, be it ordained by the Council of Perry City, Utah as follows:

Section 1: Repealer. Any word, sentence, paragraph, or phrase inconsistent with this Ordinance is hereby repealed and any reference thereto is hereby vacated.

Section 2: Repeal and Renumber. Title 7 entitled "Fair Practices And Preservation Of Citizens' Rights" of the Perry Municipal Code is hereby repealed in its entirety. Title 12 to be

entitled "Public Services" is hereby renumbered as Title 7, and all Chapters and Sections therein shall remain the same except for being renumbered accordingly.

Section 3: Repeal and Re-enact. Title 8 and Title 11 of the Perry Municipal Code is hereby repealed and various Chapters are re-named, re-numbered, and re-enacted to read as follows:

Title 8
PUBLIC HEALTH AND SAFETY

Chapters:
~~8.01 Burning~~
8.02 ~~Nuisance~~ Inspection and Cleaning
~~8.03 Noise~~
8.04 ~~Prohibiting The Launching Or Setting Off Of Fireworks Under Certain Circumstances~~ Fireworks
~~8.05 Rat Control~~
~~8.07 Intoxicating Chemical Compounds Prohibited~~
~~8.09 Discharge Of Weapons In City Limits~~
8.~~10~~06 Public Safety Cost Recovery Procedures

Chapter 8.01
Burning
REPEALED

Chapter 8.02
Inspection and Cleaning

Sections:
8.02.010 Inspection and Cleaning.
8.02.020 Definitions.
8.02.030 Nuisance Declared.
8.02.040 Nuisance Prohibited.
8.02.050 Occupant Duty.
8.02.060 Administration.
8.02.070 Neglect of Property Owners to Comply.
8.02.080 Non-exclusive Remedy.
8.02.090 Penalty.

8.02.010 Inspection and Cleaning.
This Chapter shall be known as "Inspection and Cleaning" adopted as authorized by Utah Code §10-11-1, et seq., 1953 as amended.

8.02.020 Definitions.
The following terms, as used in this chapter, shall mean as follows:
1. "Abandoned" means any nuisance left unattended upon public or private property.

2. "Abate or abatement" means to repair, replace, rehabilitate, remove, destroy, demolish, correct or otherwise remedy a condition that constitutes a public nuisance.
3. "City" means Perry City, Utah.
4. "Inoperable" means a motor vehicle, boat, recreational vehicle, or trailer not currently licensed in accordance with state law and not operable for the use for which it was intended, in excess of the number allowed and manner set by the municipal code.
5. "Illegal object or structure" means a object that does not comply with the municipal code or any other law, or any structure that does not comply with the municipal code, building codes, Hazardous Building Abatement Code, rules and regulations of the applicable health or fire department, where illegal drug activity may have occurred, or other violations of law.
6. "Garbage or refuse" means debris, trash, weeds, or junk that is spent, useless, or discarded materials and includes: used tires; parts of vehicles or machinery; old or unused machinery, appliances or parts thereof; waste or weed plant materials, trimmings, either growing or dead; litter; scrap building materials; waste food products; dead animals; unused or discarded bicycles, tricycles, or other types of equipment or parts thereof; scrap metal; wastepaper products, or lumber; accumulations of dirt, gravel, ashes or fire remains; salvage material or any other waste materials.
7. "Notice" means the written notice in accordance with Utah Code §10-11-2 served upon the owner or occupant of land where there is located noxious weeds, garbage, refuse, or unsightly or deleterious objects or buildings.
8. "Noxious weeds" means weeds defined by Rule R68-9 entitled "Utah Noxious Weed Act" and any other weeds determined to be an invasive species.
9. "Property" means a lot, parcel or plot of ground, whether occupied or not, and any premise including a building or structure, or the premises on which a building or structure is located, or undeveloped land.
10. "Public nuisance" means conditions that create a fire hazard; hazardous material or objects; a source of pollution of any kind; conditions that foster rodents, insects, or other forms of life deleterious to human habitation; unsightly or deleterious structures or surroundings; lack of sanitation or conditions that foster disease; conditions that may involve illegal drug use; conditions that may injure public health or safety; conditions that are in violation of law; discharge or firing of any device or object that creates a risk to public health or safety.

8.02.030 Nuisance Declared.

The following is hereby declared to be a nuisance subject to abatement:

1. The growth and spread of injurious and noxious weeds.
2. Garbage and refuse.
3. A public nuisance.
4. An illegal object or structure.

8.02.040 Nuisance Prohibited.

It is unlawful and a violation of this Chapter for the owner or occupant of real property or estate, or its agent, to cause or permit upon such property, or right-of-way adjacent thereto, any nuisance under this Chapter.

8.02.050 Occupant Duty.

In accordance with Utah Code §10-11-2(2)(a)(ii)(B), in addition to the owner of recorder of any real property, the City hereby imposes a duty upon any occupant or other person who is not the owner of record of any real property to maintain the real property free of any nuisance set forth in this Chapter.

8.02.060 Administration.

1. Municipal Inspector. The Legislative Body hereby delegates authority to the Mayor to appoint or designate one or more municipal inspectors to administer the provisions of this Chapter.
2. Administration. Each municipal inspector is authorized to:
   a. Examine and investigate real property for a declared nuisance.
   b. If an inspector conducts an examination and investigation, the inspector is to deliver written notice of the examination and investigation in accordance with Utah Code §10-11-2 (2).
   c. Provide a reasonable period abatement, which is deemed to be not more than thirty (30) days.
   d. The municipal inspector cannot abate conditions solely associated with the interior of a structure, unless required for the demolition and removal of the structure.
   e. For a notice of injurious and noxious weeds, the municipal inspector is not required to make more than one (1) notice for each annual season of weed growth for weeds growing on a property.
   f. Eradicate nuisances in violation of this Chapter, initiate suit or other remedies allowed by law, and/or assess costs in accordance with Utah Code §10-11-3 and §10-11-4.

8.02.070 Neglect of Property Owners to Comply.

In accordance with Utah Code §10-11-3, if an owner of, occupant of, or other person responsible for real property described in the notice delivered in accordance with Utah Code §10-11-2 fails to comply the municipal inspector may:

1. Removal by City. At the expense of the City, employ necessary assistance to enter the property and destroy or remove an item identified in a written notice. Prepare an itemized statement and mail to the owner of record according to the records of the county recorder a copy of the statement demanding payment within thirty (30) days after the day on which the statement is post-marked.
2. Lien. The City may file a notice of a lien, including a copy of the statement described above or a summary of the statement, in the records of the county recorder.
3. Court. The City may file an action in district court.
4. County Treasurer Recovery. The City may certify the past due costs and expenses to the county treasurer in accordance with Utah Code §10-11-4.

8.02.080 Non-exclusive Remedy.

This Chapter shall not be construed to exclude any other remedy provided by law or equity.

8.02.090 Penalty.

In accordance with Utah Code §10-3-703, the following penalties apply:

1. Criminal. Any person who violates this Chapter is guilty of a class B misdemeanor and a fine not to exceed $1,000.
2. Civil. Any person who violates this Chapter is subject to a civil fine not to exceed $1,000, per day that the violation continues.

8.04
FIREWORKS

8.04.010 Purpose and Definitions.

1. Purpose. The purpose of this Chapter is to balance the lawful use of consumer fireworks while implementing certain limitations authorized in Utah Code Annotated §15A-5-202.5(1)(b) and Utah Code Annotated §53-7-225(5).
2. Findings. The City Council finds that Perry City, Utah, has hazardous environmental conditions that exist who pose a fire hazard and threaten public health, safety, and welfare. Specifically, the City Council finds that area located on mountainous foothills, brush-covered areas, and areas in the wildland urban interface area, which means the line, area, or zone where structures or other human development meet or intermingle with undeveloped wildland or land being used for an agricultural purpose presents a fire hazard that threatens the health, safety, and welfare of the public.
3. Definition. For the purpose of this Chapter, "consumer fireworks" means a class C explosive defined in Utah Code Annotated §53-7-202. It also means a retail explosive material classed by the American Pyrotechnics Association (APA) under Standard 87-1 as 1.4G and/or 1.4S (formerly known as Common Fireworks) used as novelties and acceptable for sale to the public when manufactured, labeled, and sold in conformance with the regulations of the U.S. Consumer Product Safety Commission (CPSC) published in Title 16, CFR.

8.04.020 Limitations Actions.

1. Subsection 15A-5-202.5(1)(b) Action. Controlled use of any ignition source is authorized subject to:
   a. Determination. The City Council hereby delegates to the Fire Marshall authority to determine under Utah Code Annotated §15A-5-202.5(1)(b) when a hazardous environmental condition exists that necessitates controlled use of any ignition source, including: consumer fireworks, lighters, matches, sky lanterns, and other combustible or smoking materials.
   b. Prohibition. Upon making a determination that a hazardous environmental condition exists that necessitates controlled use of any ignition source, the Fire Marshall shall issue a declaration that:
      i. Identifies the ignition source materials that are prohibited, including: consumer fireworks, lighters, matches, sky lanterns, and other combustible or smoking materials.
      ii. Provides a limited term of the prohibition.
2. Public Nuisance. An illegal firework, explosive, or negligent discharge of the same is hereby deemed a public nuisance subject to abatement.
3. Negligent Discharge. In accordance with Utah Code Annotated §53-7-225(5)(b), Law Enforcement or the Fire Marshall may determine when any person is negligently discharging any consumer firework in violation of state law and may confiscate the same.

08.04.030. Enforcement and Penalty.

The City may enforce this Chapter by abatement, injunctive relief, and any other remedy provided by law or equity. A violation of this Chapter is subject either or both:

1. Criminal. An infraction and subject to a fine not to exceed $100.
2. Civil. A civil fine not to exceed $100.

Chapter 8.05
Rat Control
REPEALED

1. Purpose. The purpose of this Chapter is to balance the lawful use of consumer fireworks while

Intoxicating Chemical Compounds Prohibited
REPEALED

Chapter 8.09
Discharge Of Weapons In City Limits
REPEALED

Chapter 8.~~100~~6
Public Safety Cost Recovery Procedures
(Re-numbered and text unchanged)

TITLE 11
BUILDING CODES AND STANDARDS

Chapters:
11.02 Administration
11.04 International Building Codes
11.06 International Fire Code
11.08 Abatement Of Dangerous Buildings

Chapter 11.02
Administration

Sections:
11.02.010 Purpose.
11.02.020 Permit Required.
11.02.030 Reference.
11.02.040 Surcharge.
11.02.050 Fees.
11.02.060 Appeals.
11.02.070 Enforcement and Penalties.

11.02.010 Purpose.
The purpose of this Title is to adopt the applicable codes and regulations for buildings and fire, subject to state and local amendments or as provided herein.

11.02.020 Permit Required.
A building permit or other permit as referenced in this Title or the codes adopted herein is required as specified in the applicable code or this Title.

11.02.030 Reference.
All references in any code adopted by this Title are the same references made part of the municipal code to the same extent and effect as if such code is fully set forth herein subject to any additions, deletions, or changes provided in this Title.

11.02.040 Surcharge.

There is hereby imposed a one-percent (1%) surcharge on all building permits issued by the City. Each quarter or as otherwise required by state law, the City shall file a report of all surcharges which have been collected on building permits and remit eighty percent (80%) of that total surcharge to the applicable state agency as required by state law.

11.02.050 Fees.

1. Building Permit Fees. The building permit fee for all building permits regardless of classification or type shall be in accordance with Appendix L set forth in the most current version of the International Residential Code.
2. Plan Check Fees. A plan check fee is hereby imposed on all building permits as follows:
   a. The actual cost of performing the review by the municipality; and
   b. Sixty-five percent (65%) of the amount for a building permit for the building.
3. Plan Change Fee. When a plan is changed or modified at any point after approval a change fee is assessed in the amount of five-percent (5%) of the total building permit fee.
4. Other Fees. The building official may assess other fees and charges for other services provided for which fees are not indicated not to exceed the actual cost of the service provided.

11.02.060 Appeals.

Any affected person disputing a final determination, enforcement action, or interpretation by the City of any code adopted by this Title shall have a right of appeal to the City's administrative hearing officer. All appeals are governed in accordance with the municipal code. The administrative hearing officer shall have no authority to hear appeals regarding the administrative provisions of any Code, nor waive any code requirements.

11.02.070 Enforcement and Penalties.

1. Enforcement. In accordance with to Utah Code Annotated §10-9-1002, 1953 as amended, any enforcement official has the authority to institute an enforcement action for a violation of this Title, and specifically:
   a. Permits and Licenses. All departments and enforcement officials vested with authority to issue permits or licenses shall conform to the provisions of this Title. No permit or license shall be issued for any uses, building, or other purposes where a violation exists. Any permit issued in violation shall be null and void. Any violation after a permit is issued and during construction may be revoked.
   b. Building Official. The Building Official shall not issue any permit unless the plans of and for the proposed erection, construction, reconstruction, alteration, and use fully conform to this Title.
2. Penalties. In accordance with Utah Code Annotated §10-9-1003, 1953 as amended, the City imposes the following penalties for a violation of this Title:
   a. Civil Penalty. In addition to other remedies as authorized by law, any person, firm, or corporation (as principal, agent, employee, or otherwise) violating or permitting the violation of this Title shall pay a civil fine not to exceed $1,000.00, per violation, per day, that a violation continues in addition to reasonable attorney's fees and costs incurred by the enforcement agency or City.
   b. Misdemeanor. Any person, firm, or corporation (as principal, agent, employee, or otherwise) violating any code or who fails to comply with this Title shall be guilty of a class B misdemeanor, per violation, per day. Upon conviction, each violation is

punishable by a fine not to exceed $1000.00, and/or imprisonment not exceeding 180 days.

Chapter 11.04
Building Codes

Sections:

11.04.010 Adoption.
11.04.020 Amendments.
11.04.030 Updates.
11.04.040 Availability.
11.04.050 Exemptions.

11.04.010 Adoption.

In accordance with Title 15A of the Utah Code Annotated and R156-56, the City hereby adopts the following Codes by this reference and incorporates the same herein to govern all construction performed in the City:

1. The most current Edition of the International Building Code (IBC), as promulgated by International Code Council as adopted by the Utah Uniform Building Code Commission (Commission) as modified by amendments adopted under state law together with standards incorporated into the IBC by reference.
2. The most current edition of the International Energy Conservation Code (IECC), as promulgated by International Code Council as adopted by the Commission, as modified by amendments adopted under state law together with standards incorporated into the IECC by reference.
3. The most current version of the International Residential Code (IRC), all promulgated by International Code Council as adopted by the Commission as modified by amendments adopted under state law together with standards incorporated into the IRC by reference.
4. The most current version of the National Electrical Code (NEC), as promulgated by National Fire Protection Association as adopted by the Commission as modified by amendments adopted under state law together with standards incorporated into the NEC by reference.
5. The most current edition of the International Plumbing Code (IPC), as promulgated by International Code Council as adopted by the Commission as modified by amendments adopted under state law together with standards incorporated into the IPC by reference.
6. The most current edition of the International Mechanical Code (IMC), as promulgated by International Code Council as adopted by the Commission as modified by amendments adopted under state law together with standards incorporated into the IMC by reference.
7. The most current edition of the International Fuel Gas Code (IFGC), as promulgated by International Code Council as adopted by the Commission as modified by amendments adopted under state law together with standards incorporated into the IFGC by reference.

11.04.020 Amendments.

1. IBC Amendments. The IBC adopted in this Chapter is amended by the state-wide amendments contained in Title 15A of the Utah Code Annotated, and all such amendments are hereby incorporated by this reference.
2. NEC Amendments. The NEC adopted in Chapter is amended by the state-wide amendments contained in Title 15A of the Utah Code Annotated, and all such amendments are hereby incorporated by this reference.

3. IPC Amendments. The IPC adopted in Chapter is amended by the state-wide amendments contained in Title 15A of the Utah Code Annotated, and all such amendments are hereby incorporated by this reference.
4. IMC Amendments. The IMC adopted in Chapter is amended by the state-wide amendments contained in Title 15A of the Utah Code Annotated, and all such amendments are hereby incorporated by this reference.

11.04.030 Updates.
The Codes adopted by this Chapter shall be automatically replaced and updated whenever the Division of Occupational and Professional Licensing or the Uniform Building Code Commission adopts a new Code or an updated version of an adopted Code pursuant to the authority granted to such in Title 15A of the Utah Code Annotated, as amended, or any successor statute. The municipal code shall automatically be update to include all amendments adopted by the State of Utah immediately upon adoption of any amendments under the Utah Code Annotated or by state administrative rule.

11.04.040 Availability.
The City Recorder shall keep a copy of the Codes adopted in this Title in accordance with Utah Code Annotated §10-3-711(2). Codes shall be available for use and examination by the public during regular business hours. Copies of any codes shall be available to the public upon the payment of reasonable fees.

11.04.050 Exemptions.
All structures relating to agricultural uses as set forth in Utah Code Annotated §15A-1-204, as amended are exempt from the permit requirements of the IBC. Construction, expansion, maintenance, repair or replacement of any such agricultural buildings is still subject to the requirements of the municipal code, unless specifically stated as exempt.

Chapter 11.06
International Fire Code

Sections:
11.06.010 Adoption.
11.06.020 Amendments.
11.06.030 Administration.

11.06.010 Adoption.
In accordance with Utah Code Annotated §10-3-711, the City hereby adopts and incorporates herein by this reference the most current edition of the International Fire Code, as adopted by the State of Utah as published by the International Code Council, Inc., including all appendices.

11.06.020 Amendments.
Any amendment, addition, deletion, or revision to the Code adopted by Brigham City Fire Department are hereby adopted and incorporated herein by this reference.

11.06.030 Administration.
Brigham City Fire Department shall administer this Chapter and shall enforce the same.

Chapter 11.08
Abatement of Dangerous Buildings or Premises

Sections:

11.08.010 Adoption, Conflict, and Applicability.
11.08.020 Purpose and Intent.
11.08.030 Definitions.
11.08.040 Registration Required.
11.08.050 Maintenance and Security.
11.08.060 Utility Disconnection.
11.08.070 Abatement.
11.08.080 Failure to Maintain.
11.08.090 Demolition Hearing and Appeal.

11.08.010 Adoption, Conflict, and Scope.

In accordance with Utah Code Annotated §10-3-711, the City hereby adopts and incorporates herein by this reference the most current edition of the Uniform Code for the Abatement of Dangerous Buildings. In the event that there is a conflict of law between the Uniform Code for the Abatement of Dangerous Buildings and this Chapter, then this Chapter shall govern. This Chapter applies to all vacant buildings, structures, and any other premises deemed a nuisance within the City.

11.08.020 Purpose and Intent.

It is the purpose and intent of this Chapter to protect the public health, safety, and welfare by establishing a registration process for vacant buildings and nuisance premises by requiring responsible parties to implement a vacant building plan for such buildings or to remedy any public nuisance, prevent deterioration, unsightly blight and consequent adverse impact on the value of nearby property, and to establish minimum maintenance standards for vacant buildings. To such ends, it is the specific purpose and intent of this Chapter:

1. To provide a procedure for rendering a premise "closed for occupancy," boarding of a vacant building, or abatement of certain nuisance premises.
2. To provide alternative procedures for the abatement of dangerous buildings, which if adequately secured and maintained against entry in accordance with the requirements of this article, will not constitute an immediate danger to the life, limb, health, property or safety of the public.
3. To prevent vacant buildings from becoming a public nuisance.
4. To improve the aesthetic appearance of vacant buildings in order to protect surrounding properties.

11.08.030 Definitions.

1. "Boarded buildings" means a building in which all or some of the utilities have been disconnected and all windows and doors are boarded against entry at the ground and second level (if a second level exists). Entry doors may be locked or boarded and windows adjacent to entry doors are boarded against entry.
2. "Boarding" or "board" means the secured covering of openings to a building or structure to prevent entrance pursuant to the provisions and standards of this article due to the non-occupancy of the building or structure.

3. "Closed to occupancy" means a building in which no person may eat, sleep, live or otherwise reside or occupy the building or any portion thereof. Buildings closed to occupancy may only be entered by the owner, owner's agent or other authorized persons to do repair work.
4. "Deteriorate" means any building, structure, or premise that is in violation of the Uniform Code for the Abatement of Dangerous Buildings or any applicable nuisance regulation. Specifically, deteriorate refers to a condition within or upon any building, structure, or premise where there is inadequate maintenance, blight, deterioration, dilapidation, decay, damage, faulty construction or arrangement, chemical residues, inadequate light, air, or sanitation facilities, or otherwise, as determined by the health department, building official, fire marshal, or a code enforcement official so much so that the condition renders the building, structure, or premise to be unsafe for human habitation, use, or occupancy.
5. "Nuisance premise" means and is hereby declared to be any premises described in Utah Code Annotated §10-8-67, including but not limited to: offensive, unwholesome business or establishment in and within one mile of the limits of the corporation, pigsty, privy, barn, corral, sewer or other unwholesome or nauseous house or place.
6. "Owner of Record" means the name and address of the person, individuals, or corporation indicated on the records of the County Recorder for a subject parcel.

11.08.040 Registration Required.

A building which has been vacant for more than six (6) months is required to be registered with the City's building official. The registration shall include the owner's name, address, email, and phone number.

11.08.050 Maintenance and Security.

1. Maintenance. Vacant buildings shall be maintained with appropriate exterior coverings and treatments to prevent excessive weathering, decay, damage, or deterioration.
   a. Wood, metal, paint, stains, and/or related materials shall not be allowed to deteriorate such that any such materials are unprotected and exposed to the weather, unless originally designed to withstand weather naturally.
   b. Any signs or items attached to the exterior of the building shall be removed, or properly secured and maintained to prevent a dilapidated appearance.
2. Security. Vacant buildings shall be secured against entry from anyone who has not expressly been given access.
   a. All broken windows and doors shall be replaced with new windows and doors, or secured by boarding. Plexiglas, acrylic sheets, or other transparent items may be used in place of glass provided they are of sufficient thickness and properly secured to the building to prevent entry.
   b. All open windows, doors, and other openings are to be boarded with screws or nails every six (6) inches, or secured as provided in the applicable building code.
3. Occupancy Closed. Vacant buildings or nuisance premises may be "Closed to Occupancy" by the health department, building official, fire marshal, or code enforcement. Such a building or premise "Closed to Occupancy" shall not be occupied until a proper repair, mitigation, and inspection has occurred and occupancy has been granted by the applicable agency.
4. Conditions. The owner or agent of a vacant building or potential nuisance premise shall not allow the premise to deteriorate.
   a. All regular maintenance of protective ground cover and other vegetation must continue despite the vacant nature of the home.

b. All roofing and exterior surfaces shall be replaced when wore or damaged.
c. All openings, such as windows and door, shall be boarded as provided in this Chapter.
d. Nuisance conditions on the premises shall be mitigated as directed by the building official or applicable agency.

5. Exemptions. This Chapter does not apply to bona fide agriculture structures that are in operation.

11.08.060 Utility Disconnection.

No building or structure shall be demolished until all utilities have been properly disconnected. Buildings and structures which remain vacant for longer than two (2) years shall be disconnect from water and gas services to prevent damage to the property and adjoining properties, and prevent the wasting of resources in the event of a leak. Electricity may remain connected to a vacant for security purposes where there such is not a fire hazard.

11.08.070 Abatement.

All buildings, structures, or nuisance premises, or portions thereof, which are determined after inspection by the building official to be dangerous, are hereby declared to be public nuisances and shall be abated by repair, rehabilitation, demolition, or removal.

1. Inspection. When the building official has inspected or caused to be inspected any building, and has found and determined that such building is a dangerous building, the building official shall commence proceedings to cause the repair, rehabilitation, or demolition of the building.
2. Notice. The building official shall issue a notice and order directed to the record owner of the building, structure, or premise in accordance with Utah Code Annotated §10-11-1, et. seq.
3. Other Remedies. Nothing in this Chapter shall limit other remedies for nuisance abatement that may be provided at law or equity, including injunctive or extraordinary relief.

11.08.080 Failure to Maintain.

1. Notice. If the building official determines that a vacant building, structure, or nuisance premise is not being maintained in accordance with this Chapter, either in whole or in part, the building official shall send a notice to the Owner of Record in accordance with Utah Code Annotated §10-11-1, et. seq. If the Record of Owner fails to comply with the notice herein, the building official may cause the building or premise to be brought into compliance at the expense of the Owner of Record as follows:
   a. Retaining the services of a contractor to bring the building, structure, or premise into compliance;
   b. Abatement;
   c. Removal;
   d. Demolition; and/or
   e. Any other action to bring the building, structure, or premise into compliance.
2. Registration. Notice may be issued whether or not a vacant building, structure, or premise is registered with the City, and may be sent in conjunction with a notice to register the building as provided in this Chapter.
3. Cost Recovery. If the building official causes maintenance work to be done under this Chapter, the City shall charge the property owner:
   a. Reimbursement of the actual costs of the time incurred by each City staff member involved with the enforcement of this Chapter.
   b. The actual costs of eliminating or mitigating the nuisance condition.
   c. The costs shall be collected as provided in Utah Code Annotated §10-11-1, et. seq.

11.08.090 Demolition and Appeal.

In the event a structure or premise is found to be dangerous by the building official as provided in this Chapter, demolition is an available remedy.

1. Cause for Demolition. Demolition is a remedy in the following situations:
   a. The building, structure, or premise may be beyond repair.
   b. The estimated cost of repairs may exceed the value of the building, structure, or premise.
   c. The building, structure, or premise is deemed dangerous by the building official, or has been destroyed.
   d. The building, structure, or premise has multiple violations of this Chapter.
   e. The owner or agent of the building, structure, or premise fails to comply after notice under this Chapter.
2. Procedure. The building official shall:
   a. Post notice on the building, structure, or premise prohibiting entry without the permission of the building official.
   b. Provide the Owner of Record with notice in accordance with Utah Code Annotated §10-11-1, et. seq.
   c. Appeal. The Owner of Record shall have ten (10) days from the notice under Utah Code Annotated §10-11-1, et. seq, to file a written appeal with the City Recorder appealing the building official's determination to the City's Appeal Authority. In the event that the property owner does not appear at the hearing, the determination of the building official is upheld and the City shall mail the decision of Appeal Authority to the Owner of Record.
   d. Standard of Review. The Appeal Authority shall determine if the determination of the building official is supported based upon the preponderance of the evidence. The parties are allowed to present evidence of the violations, repairs, condition, valuation, or other relevant information.
   e. Appeal to Court. The Owner of Record shall have thirty (30) days to file an action in District Court for de novo review challenging the Appeal Authority's decision subject to the standard of review on this section.

Section 3: Severability. If a court of competent jurisdiction determines that any part of this Ordinance is unconstitutional or invalid, then such portion of this Ordinance, or specific application of this Ordinance, shall be severed from the remainder, which shall continue in full force and effect.

Section 4: Effective date. This Ordinance take effect immediately upon approval and posting.

PASSED AND ADOPTED by the City Council on this _____ day of _____, 2019.

_____
Mayor

ATTEST:

_____
City Recorder

RECORDED this ___ day of _____, 2019.
PUBLISHED OR POSTED this ___ day of _____, 2019.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

In accordance with Utah Code Annotated §10-3-713, as amended, I, the City Recorder of Perry City, hereby certify that foregoing Ordinance was duly passed and published or posted at: 1) City Hall, 2) _____, and 3) _____, on the above referenced dates.

_____ DATE:_____
City Recorder

PERRY CITY
ORDINANCE 19-H LOT REQUIREMENTS

WHEREAS, Perry City is desires to assure development occurs in an orderly fashion and that new development does not adversely affect neighboring properties; and,

WHEREAS, The Perry City Planning Commission held a public hearing and took public comments regarding setbacks and lot requirements on September 5, 2019;

NOW THEREFORE, be it ordained by the Council of Perry City, in the State of Utah, as follows:

SECTION 1: **AMENDMENT** "15.07.110.1 Lot Requirements" of the Perry Municipal Code is hereby *amended* as follows:

A M E N D M E N T

15.07.110.1 Lot Requirements

	~~A and ES~~	~~AL~~	~~R 1 A~~
~~Minimum LOT AREA~~	~~5 Acres~~	~~2 Acres~~	~~1 Acre~~
~~Minimum FRONTAGE*~~	~~200 Feet~~	~~150 Feet~~	~~120 Feet~~
~~Main Buildings~~			
~~Minimum FRONT SETBACK~~	~~30 Feet~~	~~30 Feet~~	~~30 Feet~~
~~Minimum REAR SETBACK~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Minimum STREET SIDE SETBACK (Corner Lot)**~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Min. INTERIOR SIDE SETBACK~~	~~8 ft. on one side; min. 22 ft. both sides~~	~~8 ft. on one side; min. 22 ft. both sides~~	~~8 ft. on one side; min. 22 ft. both sides~~
~~Maximum HEIGHT~~	~~50 Feet~~	~~35 Feet~~	~~35 Feet~~
~~Accessory Buildings~~			
~~Minimum FRONT SETBACK~~	~~30 Feet at building setback line~~	~~30 Feet at building setback line~~	~~30 Feet at building setback line~~
~~Minimum REAR SETBACK~~	~~4 Feet~~	~~4 Feet~~	~~1 Foot~~
~~Minimum STREET SIDE SETBACK (Corner Lot)**~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~

~~**Min. INTERIOR SIDE SETBACK**~~	~~4 ft. if located 6 ft. or > behind main bldg.;~~ ~~8 ft. if < 6 ft. behind main bldg~~	~~4 ft. if located 6 ft. or > behind main bldg.; 8 ft. if < 6 ft. behind main bldg~~	~~4 ft. if located 6 ft. or > behind main bldg.; 8 ft. if < 6 ft. behind main bldg~~
~~**Maximum HEIGHT**~~	~~50 Feet~~	~~35 Feet~~	~~35 Feet~~

~~* Measured thirty (30) feet back from the lot frontage.~~

~~**Corner 40 feet site triangle ordinance (in PMC Title 14) applies.~~

	Requirements	Zones										
		A, ES, AE	AL	R1A	RE 1/2, R 1/2	R3MHP/MHS	R 1/3	R1	R2	M/I, M/I L	IC, C, C1, & Mixed Use Zones	NC2, NC3
	Minimum Lot Area[1]	5 acres	2 acres	1 acre	20,000 sq ft	5,000 sq ft[6]	15,000 sq ft	10,000 sq ft	8,000 sq ft	Design Review	Design Review	Design Review
	Minimum Lot Width[2]	200'	150'	120'	80'	60'	80'	80'	80'	Design Review	Design Review	Design Review
	Maximum Height	50'	50'	50'	35'	35'	35'	35'	35'	35'	35'	35'
Primary Building	Minimum Front Setback	30'	30'	30'	20'	20'	20'	20'	20'	20'	20'	Design Review
	Minimum Front Setback for an Attached Garage	25	25'	25'	25'	25'	25'	25'	25'	NA	25'	Design Review
	Minimum Rear Setback	10'	10'	10'	10'	10'	10'	10'	10'	Design Review	Design Review	8'
	Minimum Side Setback	8'	8'	8'	8'	8'	8'	8'	8'	Design Review	Design Review	8'
	Minimum Side Setback (Corner Lots)[5]	15'	15'	15'	15'	15'	15'	15'	15'	Design Review	Design Review	Design Review

Accessory Building	Minimum Front Setback	25'	25'	25'	25'	25'	25'	25'	25'	20'	20'	20'
	Minimum Rear Setback	5'	5'	5'	5'	5'	5'	5'	5'	Design Review	Design Review	5'
	Minimum Side Setback	5'	5'	5'	5'	5'	5'	5'	5'	Design Review	Design Review	5'
	Minimum Side Setback (Corner Lot)[5]	15'	15'	15'	15'	15'	15'	15'	15'	Design Review	Design Review	Design Review

Notes:

1. Lots with septic systems may require a lot area larger than the minimums shown in this table as required by the local health department. Septic tanks are only permitted if allowed by: (1) State law; (2) the local health department; and, (3) the PMC, especially PMC 12.09.
2. The lot width shall be measured twenty feet back from the lot frontage. Where sufficient property is reasonably available the required lot width shall be maintained throughout the lot.
3. A 30' site triangle shall be established on all corner lots to maintain clear views for traffic.
4. For Multi-family Dwelling Units the setback requirements apply to boundaries of the development and are not applied between connected dwelling units. The lot area requirements do not apply to units owned separately (townhomes, condos).
5. Corner lots where the garage access is on the side of the lot shall have a minimum setback of twenty feet on the street side.
6. 'Double-wide' manufactured homes shall be on lots of 7,000 sq ft or greater.
7. Subject to design review imposing more stringent requirements, any commercial, manufacturing, industrial, institutional, public, or similar use(s) (collectively "commercial") approved adjacent to a residential/agricultural use(s) shall have: (1) a six feet high full privacy fence (compliant with PMC 15.23 and PMC 15.25) along the property lines adjacent to the residential/agricultural uses(s); and (2) rear and side setbacks adjacent to the residential/agricultural use(s) that are at least:

a. 25 feet, where a single level commercial floor height does not exceed 12 feet above grade; or
b. 25 feet, plus another 1/2 foot for every additional foot of height of the structure above grade, for multiple floors or for where the single level floor height exceeds 12 feet above grade; and
c. Any measurement is from the lowest point of he roofline nearest to the residential property.

SECTION 2: **REPEAL** "15.07.110.2 Requirements For RE 1/2, R 1/2, And R3MHP/R3MHS Zones" of the Perry Municipal Code is hereby *repealed* as follows:

R E P E A L

~~15.07.110.2 Requirements For RE 1/2, R 1/2, And R3MHP/R3MHS Zones~~ *(Repealed)*

~~**REQUIREMENTS** **ZONES**~~

	~~RE 1/2~~	~~R 1/2~~	~~R3MHP/R3MHS~~
~~Minimum LOT AREA~~	~~20,000 sq. ft.;~~ ~~1 acre if septic tank+~~	~~20,000 sq. ft.;~~ ~~1 acre if septic tank+~~	~~MHP – 5000 sq. ft.~~ ~~MHS – 6000 sq. ft.~~ ~~Corner Lot–7000 s.f.~~ ~~Sep.tank not allowed~~
~~Minimum FRONTAGE*~~	~~80 Feet~~ ~~Corner Lot – 90 ft.~~	~~80 Feet~~ ~~Corner Lot – 90 ft.~~	~~60 Feet~~ ~~Corner Lot – 70 ft~~
~~Main Buildings~~			
~~Minimum FRONT SETBACK~~	~~30 Feet~~	~~30 Feet~~	~~30 Feet~~
~~Minimum REAR SETBACK~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Minimum STREET SIDE SETBACK (Corner Lot)**~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Min. INTERIOR SIDE SETBACK~~	~~8 ft. on one side; min. 22 ft. both sides~~	~~8 ft. on one side; min. 22 ft. both sides~~	~~8 ft. on one side; min. 22 ft. both sides~~
~~Maximum HEIGHT~~	~~35 Feet~~	~~35 Feet~~	~~MHP – 14 Feet~~ ~~MHS – 35 Feet~~
~~Accessory Buildings~~			
~~Minimum FRONT SETBACK~~	~~30 Feet at building setback line~~	~~30 Feet at building setback line~~	~~30 Feet at building setback line~~
~~Minimum REAR SETBACK~~	~~1 Foot~~	~~1 Foot~~	~~1 ft.; 5 ft. if back of bldg. is against side yard of adjacent lot~~
~~Minimum STREET SIDE SETBACK (Corner Lot)**~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Min. INTERIOR SIDE SETBACK~~	~~4 Feet~~	~~4 ft. if located 6 ft. or > behind main bldg.; 8 ft. if < 6 ft. behind main bldg~~	~~4 Feet~~
~~Maximum HEIGHT~~	~~25 Feet~~	~~25 Feet~~	~~MHP – 15 Feet~~ ~~MHS – 20 Feet~~

~~*Measured thirty (30) feet back from the lot frontage.~~

~~**Corner 40 feet site triangle ordinance (in PMC Title 14) applies.+See PMC 15.07.110.6 regarding septic tanks.~~

SECTION 3: **REPEAL** "15.07.110.3 Requirements For R 1/3, R1, And R2 Zones" of the Perry Municipal Code is hereby *repealed* as follows:

R E P E A L

~~15.07.110.3 Requirements For R 1/3, R1, And R2 Zones~~ *(Repealed)*

~~REQUIREMENTS ZONES~~

	~~R 1/3~~	~~R 1~~	~~R 2~~
~~Minimum LOT AREA~~	~~15,000 sq. ft.; 1 acre if septic tank+~~	~~10,000 sq. ft.; 1 acre if septic tank+~~	~~8,000 sq. ft. for SFD 5,000 sq. ft. per unit for multi-family; 1 acre if septic tank+~~
~~Minimum FRONTAGE*~~	~~80 Feet~~	~~80 Feet~~	~~80 ft. for SFD, 2DS, 3FD, or 4FD; +10 ft. for corner lot~~
~~Main Buildings~~			
~~Minimum FRONT SETBACK~~	~~30 Feet~~	~~30 Feet~~	~~30 Feet~~
~~Minimum REAR SETBACK~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Minimum STREET SIDE SETBACK (Corner Lot)**~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Min. INTERIOR SIDE SETBACK~~	~~8 ft. on one side; min. 22 ft. both sides~~	~~8 ft. on one side; min. 22 ft. both sides~~	~~8 ft. on one side; min. 22 ft. both sides~~
~~Maximum HEIGHT~~	~~35 Feet~~	~~35 Feet~~	~~35 Feet~~
~~Accessory Buildings~~			
~~Minimum FRONT SETBACK~~	~~30 Feet at building setback line~~	~~30 Feet at building setback line~~	~~30 Feet at building setback line~~
~~Minimum REAR SETBACK~~	~~1 Foot~~	~~1 Foot~~	~~1 Foot~~
~~Minimum STREET SIDE SETBACK (Corner Lot)**~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Min. INTERIOR SIDE SETBACK~~	~~1 ft. if located 6 ft. or > behind main bldg.; 8 ft. if < 6 ft. behind main bldg.~~	~~1 ft. if located 6 ft. or > behind main bldg.; 8 ft. if < 6 ft. behind main bldg.~~	~~1 ft. if located 6 ft. or > behind main bldg.; 8 ft. if < 6 ft. behind main bldg.~~

~~Maximum HEIGHT~~	~~25 Feet~~	~~25 Feet~~	~~25 Feet~~

~~*Measured thirty (30) feet back from the lot frontage.~~

~~**Corner 40 feet site triangle ordinance (in PMC Title 14) applies.+See PMC 15.07.110.6 regarding septic tanks.~~

SECTION 4: **REPEAL** "15.07.110.4 Requirements For M/I, M/I L, Mixed Use IC, C, C1, NC2, And NC3 Zones" of the Perry Municipal Code is hereby *repealed* as follows:

R E P E A L

~~15.07.110.4 Requirements For M/I, M/I L, Mixed Use IC, C, C1, NC2, And NC3 Zones~~ *(Repealed)*

~~**REQUIREMENTS** **ZONES**~~

	~~M/I and M/IL~~	~~Mixed Use Zones; IC, C, and C1~~	~~NC2 and NC3***~~
~~Minimum LOT AREA~~	~~By Design Review~~	~~By Design Review~~	~~By Design Review~~
~~Minimum FRONTAGE****~~	~~By Design Review~~	~~By Design Review~~	~~By Design Review~~
~~Main Buildings~~			
~~Minimum FRONT SETBACK~~	~~20 Feet~~	~~20 Feet~~	~~20 Feet~~
~~Minimum REAR SETBACK~~	~~By Design Review **~~	~~By Design Review **~~	~~8 Feet **~~
~~Minimum STREET SIDE SETBACK (Corner Lot)*~~	~~By Design Review **~~	~~By Design Review **~~	~~By Design Review **~~
~~Min. INTERIOR SIDE SETBACK~~	~~By Design Review **~~	~~By Design Review **~~	~~8 Feet**~~
~~Maximum HEIGHT~~	~~35 Feet (> w/ Fire Marshal approval)~~	~~35 Feet (> w/ Fire Marshal approval)~~	~~35 Feet~~
~~Accessory Buildings~~			
~~Minimum FRONT SETBACK~~	~~20 Feet at building setback line~~	~~20 Feet at building setback line~~	~~20 Feet at building setback line~~
~~Minimum REAR SETBACK~~	~~By Design Review **~~	~~By Design Review **~~	~~By Design Review **~~
~~Minimum STREET SIDE SETBACK (Corner Lot)*~~	~~By Design Review **~~	~~By Design Review **~~	~~By Design Review **~~

~~**Min. INTERIOR SIDE SETBACK**~~	~~By Design Review **~~	~~By Design Review **~~	~~By Design Review **~~
~~**Maximum HEIGHT**~~	~~35 Feet (> w/ Fire Marshal approval)~~	~~35 Feet (> w/ Fire Marshal approval)~~	~~35 Feet (> w/ Fire Marshal approval)~~

~~*Corner 40 feet site triangle ordinance (in PMC Title 14) applies.~~
~~**Subject to design review imposing more stringent requirements, any commercial, manufacturing, industrial, institutional, public, or similar use(s) (collectively "commercial")approved adjacent to a residential/agricultural use(s) shall have: (1) a six feet high full privacy fence (compliant with PMC 15.23 and PMC 15.25, Landscaping and Fences) along the property lines adjacent to the residential/agricultural use(s); and (2) rear and side setbacks adjacent to the residential/agricultural use(s) that are at least:~~

> ~~(a) 25 feet, where a single level commercial floor height does not exceed 12 feet above grade; or~~
> ~~(b) 25 feet, plus an another ½ foot for every additional foot of height of the structure above grade, for multiple floors or for where the single level floor height exceeds 12 feet above grade; and(c) Any measurement is from the lowest point of the roofline nearest to the residential property.~~

~~*** Additional requirements for residential uses allowed (by the Land Use Chart, PMC 15.07.100) in the NC2/NC3 Zones are set forth in PMC 15.07.060 and PMC 15.07.070 ("In-fill Development" Ordinance).~~

~~****Measured thirty (30) feet back from the lot frontage~~

SECTION 5: **REPEAL** "15.07.110.6 Septic Tanks Only Available As An Option If Allowed By Title 16" of the Perry Municipal Code is hereby *repealed* as follows:

R E P E A L

~~15.07.110.6 Septic Tanks Only Available As An Option If Allowed By Title 16~~ *(Repealed)*

~~Despite the references to "septic tanks" in the "Minimum Lot Area" parts of the tables in this Chapter, septic tanks are only available as an option if allowed by: (1) State law; (2) the local/ regional health department; and (3) the Perry Municipal Code, especially PMC 12.09 (Wastewater).~~

SECTION 6: **AMENDMENT** "15.25.010.3 Obstruction To View" of the Perry Municipal Code is hereby *amended* as follows:

A M E N D M E N T

15.25.010.3 Obstruction To View

In all zones, no obstruction to view in excess of two feet (2') in height as measured from the top of the curb or edge of the hard street surface, shall be placed on any corner lot within a triangular area formed by the street property lines and a l~~o~~ine connecting them at points ~~forty~~thirty feet (~~4~~30') from the intersection of the street lines, or at any other location which would obstruct the vision of street and regulatory signs or oncoming vehicles by automobile drivers, except a reasonable number of trees pruned high enough to permit an unobstructed view of street and regulatory signs or oncoming vehicles by automobile drivers.

PASSED AND ADOPTED BY THE PERRY CITY COUNCIL
_____.

	AYE	NAY	ABSENT	ABSTAIN
Councilmember Nathan Tueller	_____	_____	_____	_____
Councilmember Blake Ostler	_____	_____	_____	_____
Councilmember Toby Wright	_____	_____	_____	_____
Councilmember Esther Montgomery	_____	_____	_____	_____
Councilmember Andrew Watkins	_____	_____	_____	_____

Presiding Officer

Attest

_____
Kevin Jeppsen, Mayor, Perry City

_____
Susan Obray, City Recorder Perry City

PERRY CITY
ORDINANCE NO. 19-I

GENERAL PLAN

AN ORDINANCE OF PERRY CITY, UTAH, ADOPTING CHAPTER 13.01 ENTITLED "GENERAL PLAN" AS PART OF THE MUNICIPAL CODE; SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Perry City (hereafter referred to as "City") is a municipal corporation, duly organized and existing under the laws of the State of Utah;

WHEREAS, *Utah Code Annotated* §§ 10-8-84 and 10-8-60 authorizes the City to exercise certain police powers and nuisance abatement powers, including but not limited to providing for safety and preservation of health, promotion of prosperity, improve community well-being, peace and good order for the inhabitants of the City;

WHEREAS, Title 10, Chapter 9a, of the *Utah Code Annotated*, 1953, as amended, enables the City to regulate land use and development;

WHEREAS, the City's Planning Commission has devoted considerable time and effort in preparing a General Plan for the City;

WHEREAS, after publication of the required notice, the Planning Commission held the required public hearing on April 4, 2019, and subsequently on September 5, 2019, provided the City Council a recommendation to approve this Ordinance;

WHEREAS, the City Council received the recommendation from the Planning Commission and held its public meeting on September 26, 2019, and desires to act on this Ordinance;

NOW, THEREFORE, be it ordained by the City Council of Perry City as follows:

Section 1: **Repealer.** Any word other, sentence, paragraph, or phrase inconsistent with this Ordinance is hereby repealed and any reference thereto is hereby vacated.

Section 2: **Adoption.** Chapter 13.01 of the *Perry Municipal Code* is hereby respectively adopted to read as follows:

Chapter 13.01
General Plan

Sections:
13.01.010 **General Plan.**

13.01.020 Plan Amendment Procedure.
13.01.030 Effect Of The Plan.
13.01.040 General Plan Elements.
13.01.050 Capital Plans.

13.01.010 General Plan.

1. Plan Preparation. The Planning Commission shall give notice and recommendation to the City Council of any proposal related to the General Plan in accordance with *Utah Code Annotated* §10-9a-403, as amended. The recommendation may include areas outside the boundaries of the City. The City may retain the services of an independent consultant to assist in the preparation and the implementation of the General Plan.
2. Adoption. In accordance with *Utah Code Annotated* §10-9a-401, the City hereby adopts the General Plan prepared by the City in conjunction with the Wasatch Front Regional Council dated September 26, 2019, as a comprehensive, long-term planning document for the City together with all policies, goals, maps, elements, and other information contained therein which are incorporated herein by this reference. The City Council adopts the General Plan based upon the comprehensiveness, extent, and format recommended by the Planning Commission.
3. Period. This General Plan covers an approximate period of twenty (20) years from this adoption and may only be amended at the sole discretion of the City.

13.01.020 Plan Amendment.

1. Amendment. An amendment to the General Plan initiated by an applicant shall follow the procedures outlined in state law and this Section. This Section does not apply to an amendment initiated by the City, except to the extent required by state law.
2. Procedure. The Planning Commission shall process a request for a party to amend the General Plan in accordance with this Chapter by either:
   a. Making a vote to deny the request which ends the process; or
   b. Consider the request by initiating the procedures required by *Utah Code Annotated* §10-9a-403, as amended.
3. Fee. Any amend the General Plan shall be accompanied by a fee or reimbursement to the City in the amount necessary to recoup all costs for the same.
4. Denial Appeal. If the Planning Commission decides not to initiate the amendment procedure required by state law the request is denied.
5. Request. In consideration of a request to amend the General Plan, the Planning Commission shall consider the following criteria:
   a. Whether there exists a compelling interest that would justify deviation from the existing general plan in favor of an amendment.
   b. Whether the need for such an amendment was contemplated, considered, or foreseeable at the time the general plan use map was adopted.
   c. Whether new circumstances exist or are anticipated that warrant such an amendment to the existing plan.
   d. That the proposed plan amendment does not detrimentally effect surrounding

property, and is in harmony with the overall General Plan.

e. That the proposed amendment will benefit the health, safety, and general welfare of the community.

f. The fiscal impact to the City and all other affected entities.

g. The concept plan of the requested amendment that includes:

i. The area of the request;

ii. The types of uses proposed; and

iii. The general layout of the area proposed as part of a development project.

6. Amendment. If the Planning Commission votes to consider the amendment then it may consider the following:

a. Depending on the complexity, size, impact, or extent of a General Plan amendment, require the requesting party to submit an independent economic and land use feasibility study of the area considered for amendment.

b. Determine whether any other studies or additional follow up studies may be required, including but not limited to traffic and studies, sprawl assessment, environmental impact study, wetland delineation, and any other related study.

c. Outline the scope, time frame, and extent of an amendment, and provide for any limits of such for any amendment.

d. Take any other measures in the consideration on any amendment.

7. Study. An economic and land use feasibility study commissioned in under this Chapter as part of an amendment shall consider:

a. The population and population density within the area proposed for amendment and the surrounding area under the existing plan and the proposed amendment.

b. The history, geography, geology, and topography of and natural boundaries within the area proposed for amendment, any flood concerns, drainage ways or flood plain area, natural hazards, and soil compatibility, and the impact on the surrounding area.

c. Environmental factors including, but not limited to:

i. Past environmental history and geological hazards in the area;

ii. Water quality;

iii. Storm water;

iv. Air quality;

v. Transportation impacts;

vi. Wetlands;

vii. Flood Plain or flood prone areas;

viii. Public safety; and

ix. Other related factors as determined by the Planning Commission.

d. Whether the proposed amendment creates inconsistency in the overall General Plan, an island, or peninsula of competing or conflicting land uses.

e. Whether the proposed amendment will hinder or prevent a future and more logical and beneficial plan amendments.

f. The fiscal impact on the City and all affected entities.

g. Current and five year projections of demographics, economic base, and

anticipated additional municipal type services for the proposed plan amendment area resulting from the proposed amendment;

h. Projected growth in the City and in adjacent areas during the next five (5) years as based upon on building permits issued by the City from the prior five (5) years.

i. Present and projected long term costs to the City, including overhead of additional governmental services, both direct and indirect, attributed the proposed amendment compared to the present and projected revenue generated by the proposed amendment.

j. The projected impacts the proposed amendment may cause, including but not limited to:

    i. The need for supporting public and no-public infrastructure, services, facilities, and otherwise.

    ii. Additional services or other costs attributed from the proposed plan amendment.

    iii. Possible tax increases that may result for the amendment.

    iv. Anticipated increased costs and services for public safety; and

    v. Past expansion in terms of population and construction in the surrounding area.

k. An assessment of whether the proposed amendment constitutes a use that justifies deviation of the existing plan.

l. An analysis of future potential uses of the property consistent with current growth trends and surround properties.

m. The need for the proposed plan amendment based upon housing, transportation, access, services, growth trends, the use of surrounding property, and other relevant indicators or information.

n. Any other information that would assist in consideration of the proposed amendment.

8. Recommendation Criteria. In giving its recommendation on a proposed amendment to the General Plan, the Planning Commission shall prepare a report to the City Council considering each of the following:

a. Whether the proposed amendment will benefit the health, safety, and general welfare of the community.

b. Whether the proposed amendment is consistent with the general plan as a whole, the extent the proposed amendment may contribute to:

    i. Urban sprawl.

    ii. Impact on surrounding properties.

    iii. Its impact on natural resources.

    iv. The overall needs of the greater community.

c. That the proposed amendment will not reduce City finances or the budget, or detrimentally affect the service capabilities of the City or any affected entity, environmental quality, or transportation.

d. The results and recommendation of any economic and land use study or other relevant studies made under this Section.

e. Other considerations helpful or necessary based upon the facts and circumstances of the proposed amendment.

13.01.030 Effect Of The Plan.

In accordance with *Utah Code Annotated* §10-9a-405, as amended, it is mandated that all land use decisions comply with the General Plan adopted herein, except as provided as follows:

1. Where a land use decision does not require a zoning change, the General Plan is an advisory guide.
2. Where a parcel is divided between two or more differing types of land uses on the Future Land Use Map, the General Plan may be applied as an advisory guide.
3. Where a specific section of the municipal code provides that the General Plan is an advisory guide.
4. Where the proposed use is a public use or open space.

13.01.040 General Plan Elements.

1. Purpose. The purpose of this Section is to implement Element within the General Plan as regulatory measures to govern land use and comprehensive planning. The City adopts certain Elements as part of the General Plan in accordance with *Utah Code Annotated* §10-9a-403, as amended, to provide goals and implement regulations.
2. Required Elements. The City implements the following Elements:
   a. Land Use Element. A land use element that provides for long term goals and the proposed extent, general distribution, and location of land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate; and may include a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the General Plan.
   b. Transportation Element. A transportation and traffic circulation element that consists of the general location and extent of existing and proposed freeways, arterial, collector streets, mass transit, and any other modes of transportation that the City considers appropriate as correlated with the population projections and proposed land uses.
   c. Moderate Income Housing. A moderate-income housing element to address an estimate of the need for the development of moderate-income housing within the City, and a strategy to provide an opportunity to meet estimated needs for moderate-income housing if long-term projections for land use and development occur.
3. Additional Elements. The City implements additional Elements as follows:
   a. Environmental Element. An environmental element to address the protection, conservation, development, and use of natural resources, including the quality of air, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. This element also addresses the reclamation of land, flood control, prevention and control of the pollution of streams and other waters,

regulation of the use of land on hillsides, stream channels and other environmentally sensitive areas, the prevention, control, and correction of the erosion of soils, protection of watersheds and wetlands, and the mapping of known geologic hazards.

b. Public Services and Facilities. A public services and facilities element showing general plans for sewage, water, waste disposal, drainage, public utilities, rights of way, easements, and facilities for them, police and fire protection, and other public services.

c. Redevelopment and Conservation. A rehabilitation, redevelopment, and conservation element consisting of plans and programs for:
   i. Historic preservation.
   ii. Diminution or elimination of blight.
   iii. Redevelopment of land, including housing sites, business, and industrial sites, and public building sites.

d. Economic Element. An economic element composed of appropriate studies and forecasts, as well as an economic development plan, which may include review of existing and projected municipal revenue and expenditures, revenue sources, identification of basic and secondary industry, primary and secondary market areas, employment, and retail sales activity.

e. Agriculture. An agriculture element to identify USDA Prime Agricultural Lands, Agriculture Protection Areas, supports the use of agriculture lands and operations, promotes conservation and sustainability, and protects agriculture lands from development or encroachment.

f. Other Elements. The General Plan may include recommendations for:
   i. Annexation.
   ii. Capital plans.
   iii. Community development.
   iv. Land use regulations.

13.01.050 Capital Plans.

1. Purpose. A Capital Plan is a comprehensive and strategic planning document relating to a specific area, enterprise, and/or governmental function. Such plans may be a long-range or short range plan and identifies capital projects, capital investments, equipment purchases, provide a planning schedule, or identify options for budgeting and financing.

2. Policy Statement. A Capital Plan allows for:
   a. Coordinating multi-jurisdictional projects with other governmental entities.
   b. Systematic evaluation of all potential projects at the same time.
   c. Ability to plan, budget, and consolidate projects to reduce costs.
   d. Provide information to the public about planning and projects.
   e. Aid in economic development.
   f. Schedule the installation, repair, upgrade, or replacement of public infrastructure over time.

3. Contents. An ideal Capital Plan should contain the following information:

a. Statement of justification or purpose.
b. A listing of the capital projects or equipment to be purchased.
c. The projects ranked in order of preference.
d. The plan for financing the projects.
e. A timetable for the construction or completion of projects.
f. Itemized of expenses for each project.
g. Map of each project location, project details, and project cost.

4. Review and Implementation. Regularly review and update the Capital Plan with the City Council. A pattern for implementation of a Capital Plan may be as follows:
   a. Short term and long-term projects.
   b. Prioritization and ranking of projects.
   c. Evaluation of completed, unimplemented, or incomplete projects.
   d. Solicit, compile, and evaluate new project requests.
   e. Identify the specific steps for project development.
   f. Take inventory of existing capital assets.
   g. Assess financial capacity and possible grant funding.
   h. Schedule for development and a financing plan.
   i. Regulatory compliance and bidding procedures.
   j. Manage and monitor approved projects.

Section 3: **Severability.** If a court of competent jurisdiction determines that any part of this Ordinance is unconstitutional or invalid, then such portion of this Ordinance, or specific application of this Ordinance, shall be severed from the remainder, which remainder shall continue in full force and effect.

Section 4: **Effective date.** This Ordinance shall be effective immediately upon posting or publication after final passage.

ADOPTED AND APPROVED on this ____ day of _____, 2019.

_____
Mayor

VOTING:

Montgomery	Yea	___	Nay	___
Tueller	Yea	___	Nay	___
Watkins	Yea	___	Nay	___
Wright	Yea	___	Nay	___
Ostler	Yea	___	Nay	___

ATTEST:

_____
City Recorder

RECORDED this ___ day of _____, 2019.
PUBLISHED OR POSTED this ___ day of _____, 2019.

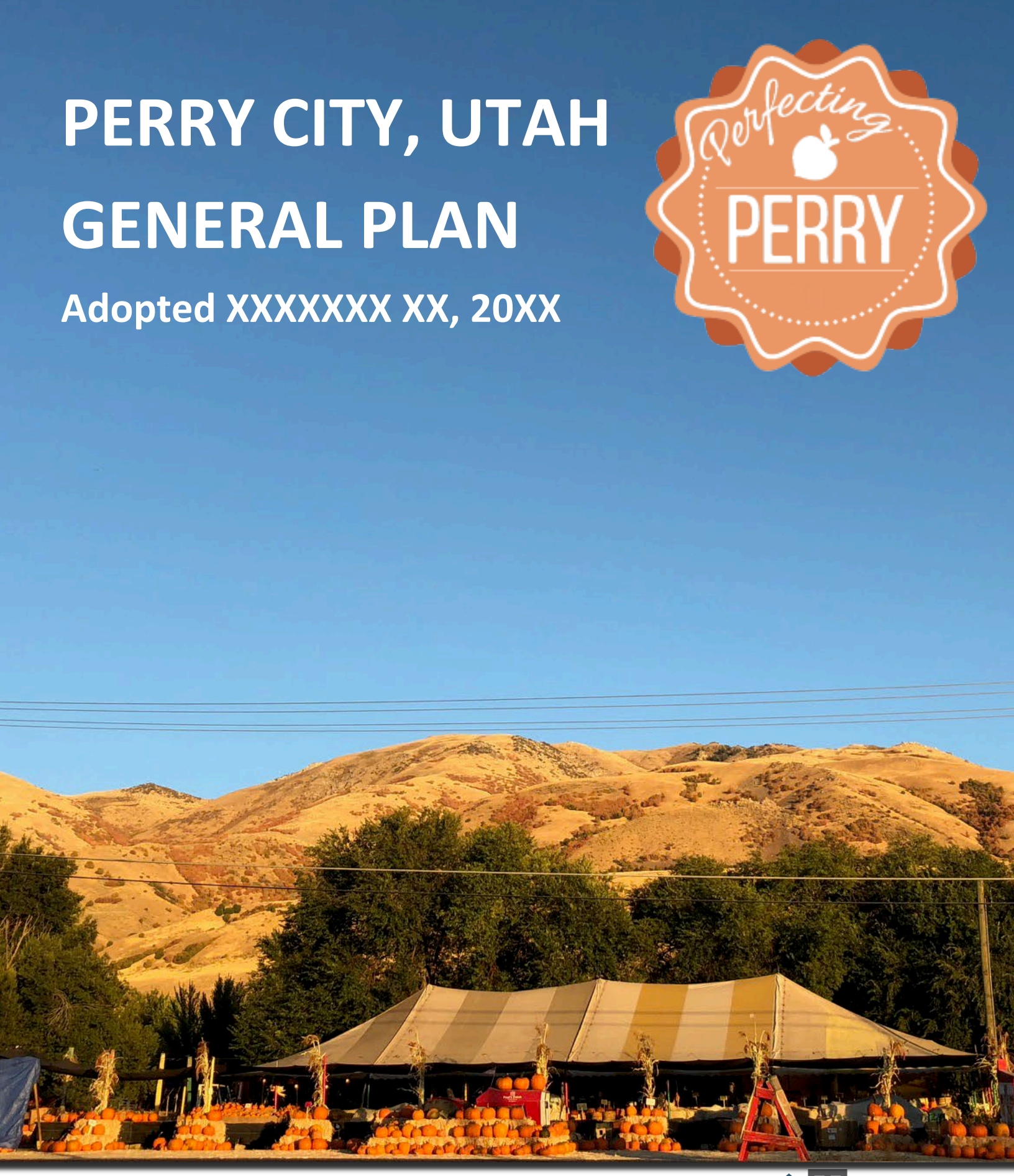
CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

In accordance with *Utah Code Annotated* §10-3-713, I, the City Recorder of Perry City, Utah, hereby certify that foregoing Ordinance was duly passed and published or posted at 1) _____, 2) _____, and 3) _____ on the above referenced dates.

_____ DATE:_____
City Recorder

PERRY CITY, UTAH GENERAL PLAN

Adopted XXXXXXX XX, 20XX



TRANSPORTATION AND LAND USE CONNECTION

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ACKNOWLEDGEMENTS

The process of updating Perry City's General Plan would not have been possible without the support of the following:

MAYOR KEVIN JEPPSEN

CITY COUNCIL
Esther Montgomery
Nathan Tueller
James Taylor
Toby Wright
Andrew Watkins

PLANNING COMMISSION
Stuart Grover
Blake Ostler
Tresa Peterson
Nicole Butler
Jan Kerr
Michelle Drago

STEERING COMMITTEE
Kevin Jeppsen (Mayor)
George Benford (Committee Chair)
Esther Montgomery (City Council)
Nathan Tueller (City Council)
Andrew Watkins (City Council)
Michelle Drago (Planning Commission)
Lehi Jenks
Jeff Dinsdale
Karen Cronin
Shanna Johnson (City Staff)
Robert Barnhill (City Staff)
Blake Ostler (Planning Commission)

THE TRANSPORTATION AND LAND USE CONNECTION PROGRAM: WASATCH FRONT REGIONAL COUNCIL
Megan Townsend
Alex Roy
Christy Dahlberg
Ted Knowlton

UTAH TRANSIT AUTHORITY
Levi Roberts

AND THE PEOPLE OF PERRY CITY, UTAH

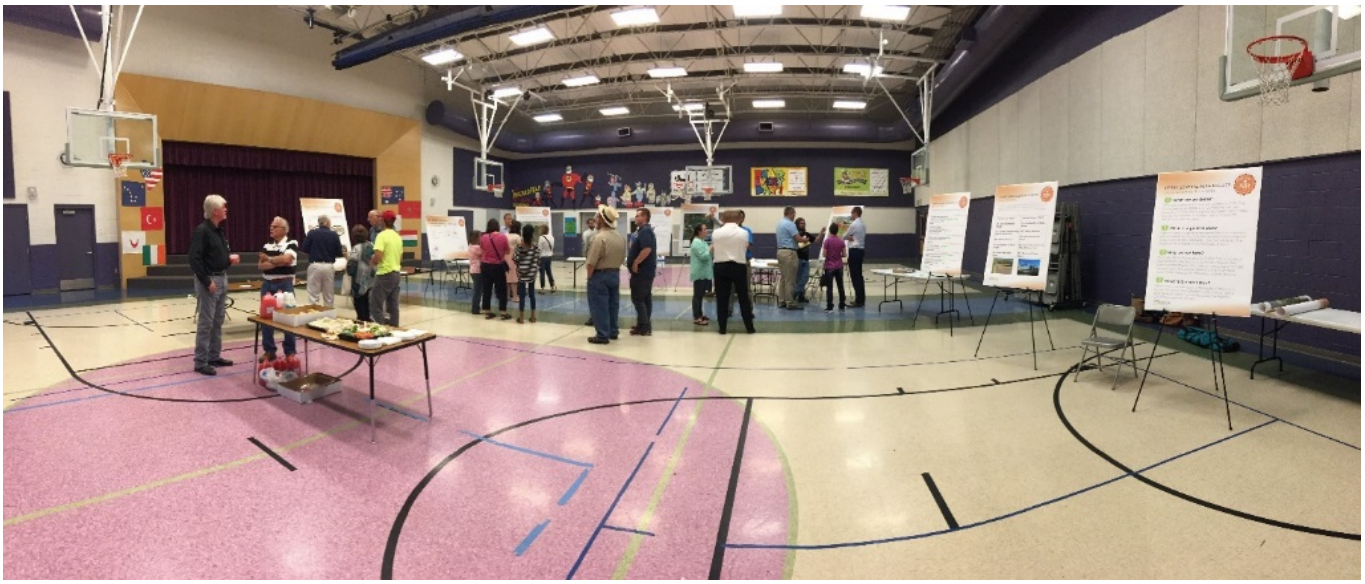

Figure 1: May 2018 Public Open House

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PERRY
EST. 1853

TRANSPORTATION AND LAND USE CONNECTION

INTRODUCTION

Perry City Mission Statement

Build upon the rich heritage of our community as a great place to live, and provide services, business opportunities and technology that improve the lives of our residents.

This document is an update to the Perry City General Plan adopted in 2005. Perry City invested time and effort in the creation of this plan that embodies the Perry City Mission Statement and reflects the views of the population and city leadership. The Perry General Plan (General Plan) is a series of goals, objectives, and strategies to maintain a strong community and will be updated as necessary.

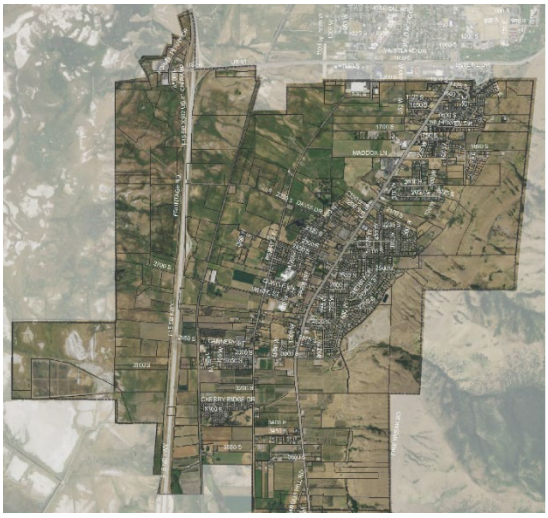


Figure 2: Perry City

PLAN IMPORTANCE AND APPLICATION

The purpose of this general plan document is to guide future development into a pattern that enhances the quality of life and community value for all residents and businesses. The General Plan was developed after a public outreach effort yielding moderate response from the public. The General Plan provides a framework to improve the community and is a guide to Perry officials and staff, landowners, developers, and investors to help them develop in a way that fits within the greater community context.

All future land use and transportation decisions must be made after consulting and citing a reference(s) from this General Plan, unless inapplicable. In the case of a decision where there is no applicable General Plan language, the City must determine that the decision is not in conflict with the General Plan goals.

Perry City will coordinate with surrounding communities, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA) to unify plans, working to implement this vision.

State Law Requirement

General Plans are required by State Law Section 10-9a-401. "Every community is required to create a General Plan and it is the role of the Planning Commission to make a recommendation on the content of the Plan to the governing body. State law requires that at least three topics or elements be addressed: land use, transportation, and housing."

ABOUT PERRY

Perry City, originally known as "Three Mile Creek" is located in Box Elder County, nestled between Brigham City, Utah and Willard, Utah. Three Mile Creek was settled in 1853 by Mormon settlers. In 1898 the community was renamed Perry after Orrin Alonzo Perry and was officially founded in 1911. The first brick school building in Box Elder County was built in Three Mile Creek (Perry) in 1874.

Perry is known regionally for its contribution of delicious fruit, vegetables, and row crops produced and sold along US 89. Numerous fruit stands along the highway sell the produce to tourists and Utah residents alike. Other attractions in Perry include Maddox Restaurant, the Three Mile Creek Gun Range, and the Dale Young Nature Park. Bear River National Wildlife Refuge and Willard Bay State Park are regional attractions near Perry.

As family farming has decreased, the growth of homes and businesses as developments has increased. As a result, land values have significantly risen over the past few decades, and some farmers have sold their farm acreage for development.

POPULATION PROJECTIONS & EXISTING CONDITIONS

Perry had an estimated population of 4,846 in 2016. The population of Perry doubled in the years of 1990 to 2000 from roughly 1,200 to 2,400. It nearly doubled again in the following decade, reaching a population of about 4,500 in 2010. Perry has around 590 people per square mile. Though the growth rate slowed, Perry continues to be a growing community, and this continued growth has presented some unique challenges. Perry's residents are drawn to the community by its rural charm and quality of life, which could be threatened if growth is not properly planned. The population projections, employment rates, and existing socioeconomic conditions informed the General Plan and helped correlate the transportation and land use elements with the projected makeup of Perry.

Perry City makes up just under 10% of Box Elder County's 2016 population of 53,139 according to the 2016 American Community Survey (ACS). By 2060, the population of Perry is projected to be over 10,000 and Box Elder County is projected to be over 77,000. Resulting in around 13% of Box Elder County's total population, according to Utah Governor's Office of Management of Budget. Table 1 provides the growth projections for Utah, Box Elder County, Perry, and surrounding cities.

Table 2 presents Perry's household size, median age, unemployment rate, household income, and high school graduation rate. Perry has a greater high school graduation rate than Utah as a whole and a significantly lower unemployment rate and higher household income.

Table 1 Population Projections

	2010	*2020*	*2030*	*2040*	*2050*	*2060*
Perry	4,512	5,566	6,538	7,764	8,531	10,168
Brigham City	17,899	19,100	21,397	22,970	25,028	27,346
Willard	1,772	1,945	2,036	2,182	2,545	2,773
Box Elder County	49,975	54,571	59,437	64,704	70,501	77,030
Utah	2,774,283	3,309,234	3,914,984	2,570,433	5,257,239	5,965,658

Source: Utah Governor's Office of Management of Budget

Table 2 Perry Existing Socioeconomic Conditions (2016)

	Household Size	*Median Age*	*Unemployment Rate*	*High School Graduation Rate*	*Household Income*
Perry	3.2	34.1	1.6%	97.3%	$81,094
Utah	3.1	30.3	4.4%	91.5%	$62,518

Source: American FactFinder, United States Census

OUTREACH SUMMARY

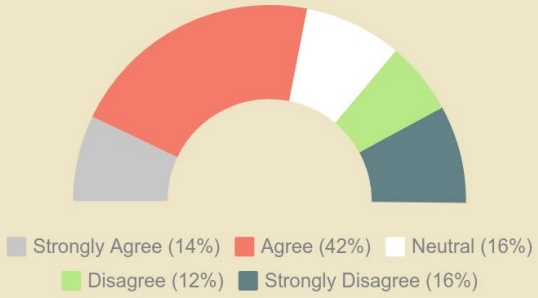
In order to establish public preferences, two open houses were held and two surveys were released. The first effort, which included an open house and a survey, took place in October of 2016 and was hosted by Perry City. In 2017, the Transportation and Land Use Connection Program became involved to help facilitate the General Plan update process. After reviewing the results from the prior outreach and developing concepts, another round of outreach was conducted. This included an open house on May 31, 2018, at Three Mile Creek Elementary and a public online survey. Between 50 and 60 residents attended the open house and 50 residents responded to the survey. WFRC was guided by regular meetings and input of a Steering Committee, made up of engaged community citizens, Planning Commission members, and elected officials. Under the guidance of the Steering Committee, the visioning results were prepared for review and commentary by the Perry City Planning Commission to be recommended for adoption by the Perry City Council. Full results from the public outreach efforts can be found in the Appendices.

Figure 3: May 2018 Public Open House

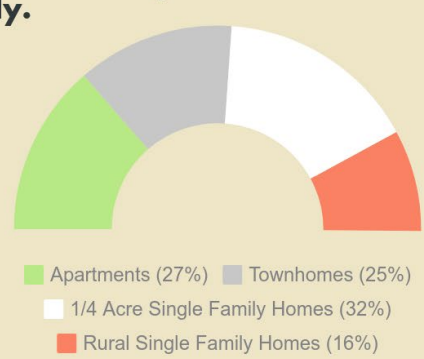
Outreach *results*

What we learned about *land use*

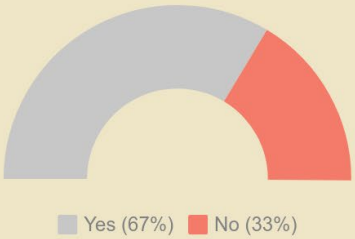
Perry should provide more diversity of housing types to include town homes, condos, etc.



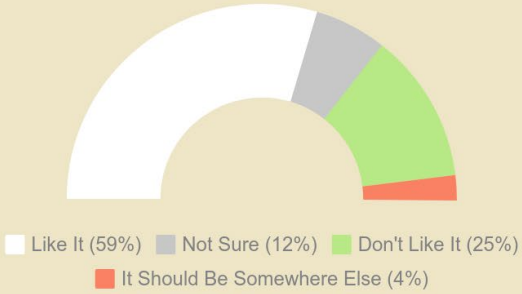
Based upon the various job opportunities and population in the area, what mix of housing types is needed in Perry? Select all that apply.



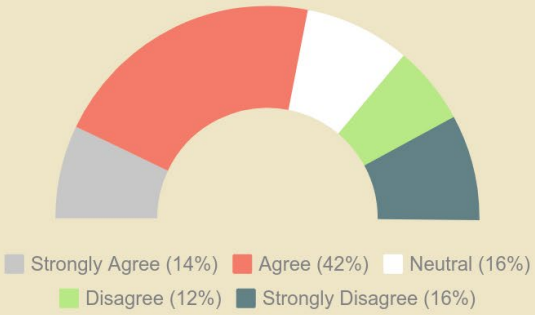
Do you feel a cemetery is needed in Perry?



What are your thoughts about the area behind Maddox as the future "heart of town"?



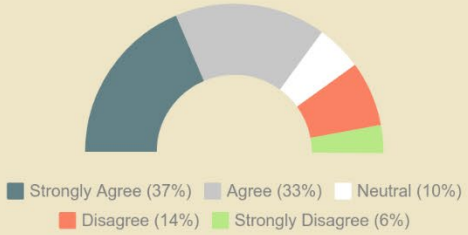
The area between Walmart and Maddox should serve as a walkable commercial and mid-density residential node with outdoor dining and small shops.



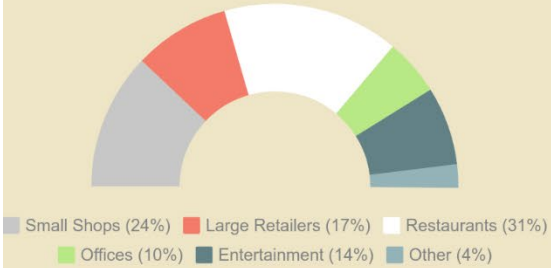
What we learned about

land use (continued)

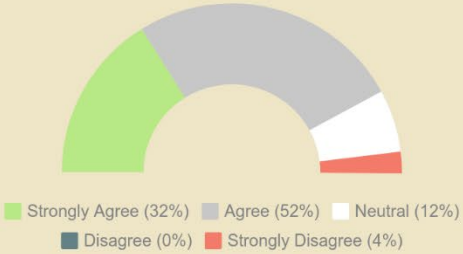
Pointe Perry should have a commercial focus.



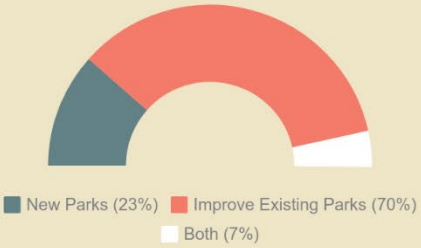
Would you like to see commercial development in Perry? If so, what kind?



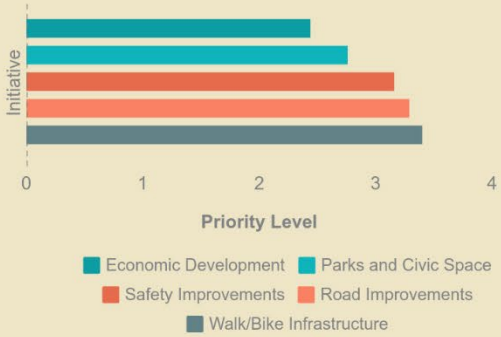
Parks should serve as a center for meeting and community activity.



Which do you feel is more needed?



Prioritize the following spending areas the City should make additional investments in:



Findings

Perry should provide more diversity of housing types

While there are differentiating thoughts on what the land-use between Wal-Mart and Maddox should be in the future, it is important that this area be well-connected with the rest of Perry.

Parks should serve as a center for meeting and community activity.

Perry should consider developing a cemetery

Pointe Perry should have a commercial focus.

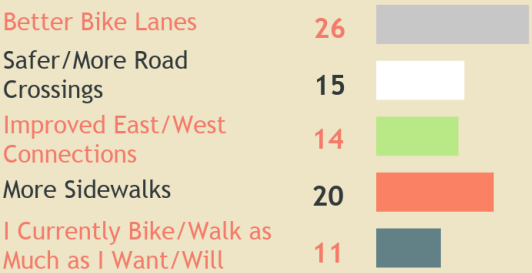
There is a desire for more locally oriented shops and restaurants in Perry

Perry's existing parks should be improved.

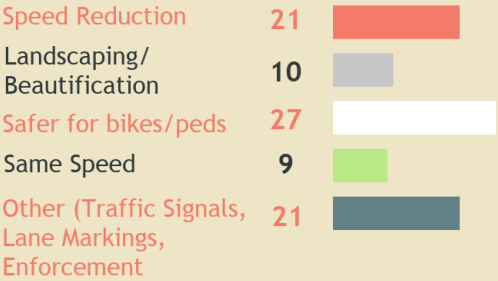
What we learned about *transportation*

How often do you bike or walk?

What would encourage you to bike/walk more?

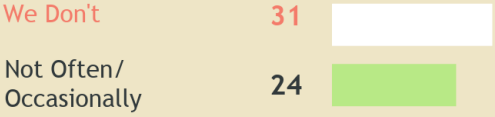


How do you feel about Highway 89? What would you like to see change or stay the same?



If all options were feasible, would you prefer to see an underpass, overpass, or at grade crossing near 2700 South along 89?

How frequently do you use transit? Would you like to use it more?



Findings

Improving bike lanes and increasing the amount of sidewalks would encourage people to bike/walk more

There is currently infrequent transit use in Perry. While most responders do not use transit, there is some interest if it were more convenient and reliable. (Note: Objective A under Transit encourages Perry to study this further and the Box Elder/Cache/Weber County Transit Study (2019) is analyzing ways to improve transit in the region.)

CHAPTER 1. VISION FOR PERRY

1) PERFECTING PERRY

Early in the General Plan development process, the slogan "Perfecting Perry" was developed. This concept was a strategic way of looking at the general plan process, ensuring that this plan enhanced the existing makeup of Perry. In short, Perfecting Perry guarantees that the General Plan will build upon the heritage of our historic agricultural community as a great place to live, and provide services, business opportunities, and technology that improve the lives of our residents.

Perry has been experiencing high growth rates for the past 20 years, adding homes and commercial space in the process. The results of this building boom have been well received in terms of new investment, but they have been increasingly seen as a concern to the small-town way of life that attracted many to the town in the first place. While a certain amount of growth is inevitable, Perry can continue to encourage thoughtful planning and zoning, conservation of key green spaces, preservation of historic buildings and orchard land, and beautification of existing roads and neighborhoods.

In 2016, the community desired initiatives were infrastructure, including roads, safety, water, bike lanes, and parks, and less about maintaining the rural, small-town feel. In 2018, the community concern was expressed primarily in terms of new projects being compatible with Perry's rural, small-town feel, with related concerns about traffic, water, and uses of land. While this feedback may seem at odds, with the 2018 outreach, the two can also be seen as a part of the overall vision for Perry. The rural, small-town community feel is critical to the identity of Perry residents. As such, maintaining this community orientation, while finding ways to improve the City infrastructure, can work in tandem to perfect Perry.

Efforts conducted as part of this planning process, including the community outreach and Steering Committee meetings, have helped identify a vision of how Perry could grow while maintaining its uniqueness and appealing small-town character, and to understand and identify the preferred physical and social outcomes associated with that vision.

Small-Town Feel

In Perry, as with many rural communities in Utah, small town feel is a highly valued characteristic. Frequently, small town feel has less to do with the geographic area and population, and has more to do with a sense of belonging and identity. Residents are attracted to the trust created by living in a place that has preserved values and ideals that define the character of the town. The agricultural heritage, fruit stands along the fruit highway, and Maddox Ranch House have helped define the atmosphere of Perry.

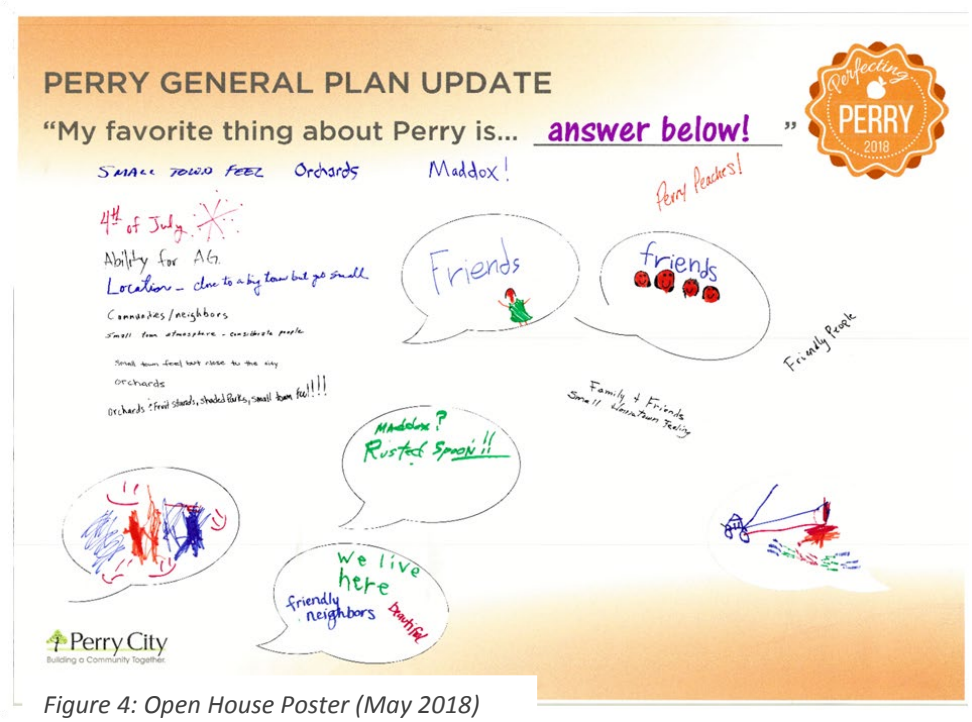


Figure 4: Open House Poster (May 2018)

Beyond amenities, small town feel also embraces knowing neighbors and being part of a community. This familiarity with place and people creates a sense of security and belonging. Small towns are often quiet places where people

enjoy raising families among friendly neighbors, nice neighborhoods, and undeveloped space. The General Plan seeks to maintain Perry's sense of belonging and character, while planning for future growth along the Wasatch Front.

Placemaking

Perry offers a pleasant living environment that is attractive to new and long-time residents. All elements of this General Plan seek to define and preserve the quality of life characteristics while accommodating projected growth, and improving roads, safety, water, pedestrian/bicycle amenities, and parks. Perry is a small city that desires to be composed of interconnected residential neighborhoods, business districts, and transportation corridors.

Perry desires to preserve a physical charm that reflects its small-town characteristics. Perry has the desire to weave place making improvements throughout, preserving the best rural environments, providing public parks, and enhancing the sense of place. As Perry grows in the future, city staff and elected officials should work together to further develop the community identity. Opportunities to enhance the placemaking of Perry include fruit stand preservation, recognizable city signage, attractive lighting, street trees and landscaping. Perry enjoys and wants to continue a positive relationship with neighboring communities.

Infrastructure Improvements

Finding ways to improve infrastructure while supporting Perry's small-town identity should be considered when developing projects. Infrastructure improvements with strong community support include pedestrians and bicyclist amenities, road repaving and pavement improvements, developing in locations that maintain water quality and availability, and identifying transportation safety enhancements.

Economic Development

Perry would like to pursue commercial retail development in a cooperative manner with adjacent municipalities to build sales tax revenue, helping to offset the property tax burden, and ensure prosperity and fiscal responsibility. Beyond positive fiscal impacts, proximity to retail and services are amenities for the residents of Perry.

Quality of Life

People move to Perry to experience the high quality of life, described by its residents as a town with a charming and friendly small-town feel that centers around farming and agriculture. This rural community provides friendly neighbors, outdoor and recreational opportunities, and great views.

The high growth rate in the City has prompted the update of the General Plan so that Perry can make proactive decisions regarding place and resources through policy and zoning updates, in order to maintain the high quality of life residents have come to expect.

The goals of this General Plan update reflect these community values. They were vetted by the public through an online survey and an open house. They were developed to preserve the identity and values of Perry, as well as promote the overall vision for the City.

2) GENERAL PLAN GOALS

The goals of the Perry General Plan were developed in collaboration with the Steering Committee, and presented to the public in the May 2018 public workshop. These goals were designed to guide Perry's developments and infrastructure investments. Goals are identified throughout the various elements of the Perry General Plan.

Enhance Perry's agricultural and small-town community feel while enhancing regional access

Develop a stronger community identity through civic amenities, public projects, and parks

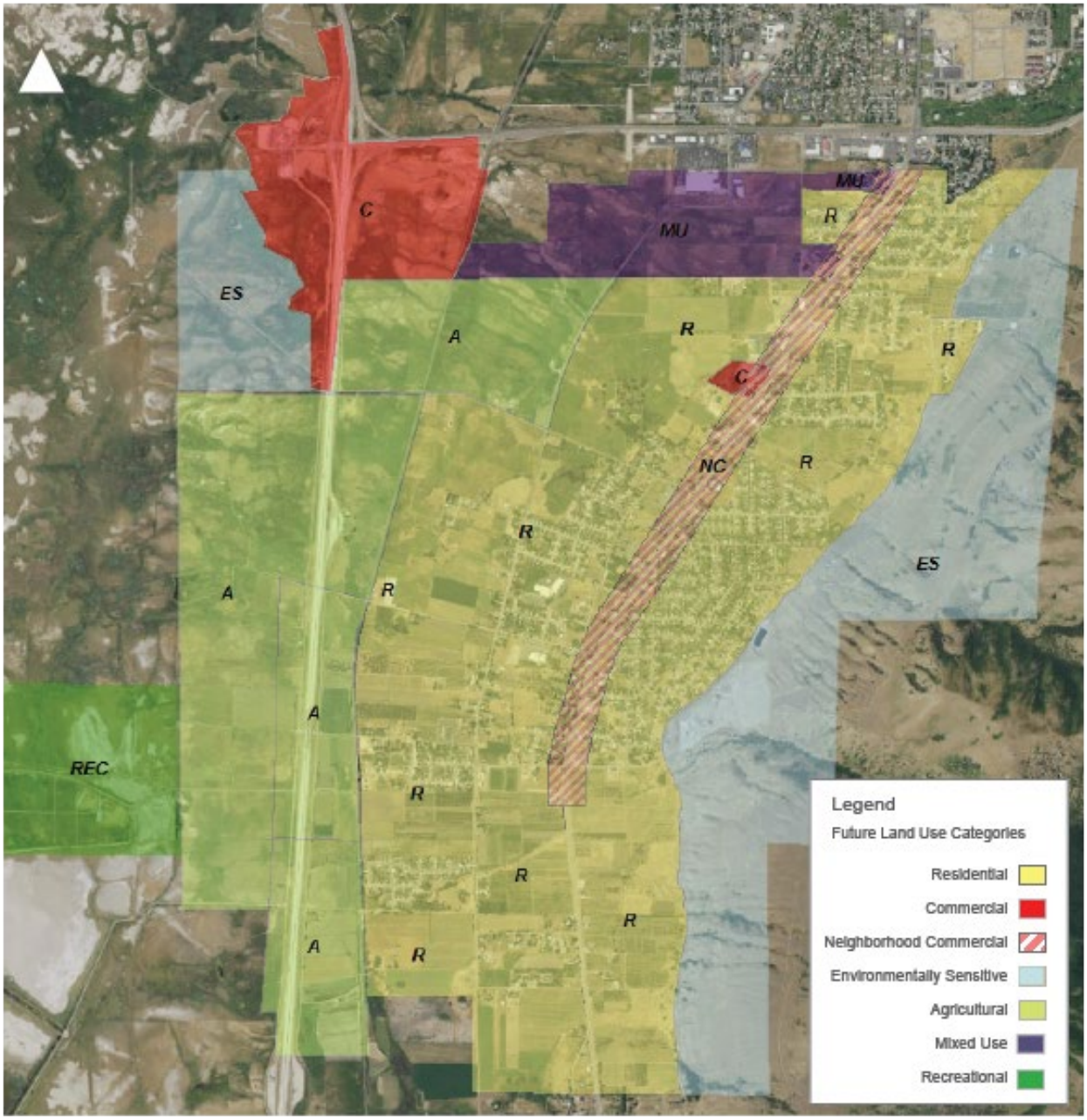
Ensure a safe, connected, and well-maintained transportation network

Identify and pursue economic development opportunities

Encourage thoughtful growth patterns and developments

Maintain water sources and protect environmentally sensitive areas

FUTURE LAND USE MAP



LAND USE MAP

FUTURE LAND USE CATEGORY DESCRIPTIONS

Residential

Refers to all zones primarily for residential use. This may include lots from 8,000 to 20,000 square feet, as well as an intermixing of alternative housing types, such as townhomes, senior housing, and mansion-style apartments.

Mixed Use

Mixed Use areas may be zoned and developed for commercial, residential, or a combination of commercial and residential. Zone changes in these areas should be considered on a case by case basis with priority given to commercial development in areas prime for such. Areas prime for commercial development may include land along primary transportation corridors. Land uses should be compatible with adjacent development and the outlook of certain properties in these areas will likely evolve over time.

Commercial

Primarily commercial, these areas may have retail, service, office, and business uses in general. Light manufacturing may also be allowed in these areas. Multi-family residential uses should be selectively allowed in these areas, especially in areas transitioning between commercial and residential uses.

Neighborhood Commercial

Commercial uses that are fitting with and supportive of surrounding residential uses along US 89 are permitted within Neighborhood Commercial zones. Multi-family residential uses should be selectively allowed in these areas and should be scattered throughout these areas rather than massed in specific areas.

Manufacturing/Industrial

Manufacturing and industrial zoning should be located in the south west area of the City along the freeway. The infrastructure needed to support development in this area is not in place and is not anticipated during the life of this plan. Manufacturing and industrial land uses include industrial fabrication, warehousing, information technology, assembly, production, shipping and receiving, and distribution.

Agricultural

The agricultural land use areas are conducive for light to intensive agriculture uses, such as production of livestock and crops. Low density residential lots may also be suitable for these areas.

Environmentally Sensitive Areas

These areas are not suitable for development because of certain environmental issues. These issues could include, steep slopes, wetlands, or geologic concerns.

Critical to directing the future of Perry City is understanding the highest and best use of the land all throughout the City, and being deliberate in making decisions that result in that use. The General Plan process included public input regarding issues of land use. Perry consists of several neighborhoods and districts that will see expansion of a similar type of development, as well as several areas where there is little or no development that may stay that way for a long time. On the other hand, there are key nodes that pose significant opportunity to increase the quality of life in Perry and to ensure fiscal sustainability. The objectives and strategies in this element point Perry in the direction of achieving the City's land use vision.

1) COMMUNITY

Perry residents enjoy a very high quality of life, surrounded by orchards and great neighbors. The objectives in this chapter recognize the small-town feel admired by Perry residents—for some it is their favorite part of living here. In order to preserve Perry's identity, growth should be focused where resources and infrastructure allow.

Objective A: Further Perry's quality of life.

Objective B: Preserve and enhance Perry's small-town feel.

Strategy 1: Develop standards that improve small-town placemaking such as uniform signage, lighting, street trees and landscaping
Strategy 2: Support City sponsored events that unite the community, such as park and movie events

Objective C: Ensure that Perry is a safe place for residents and visitors.

Strategy 1: Evaluate and improve areas of the public realm that pose safety hazards to residents, including criminal activity and roadway safety

Strategy 2: Advance a high-quality pedestrian environment when updating zoning codes, infrastructure standards, and transportation plans. Pedestrian safety improvements could include sidewalk width, trails, crosswalks, bulb outs, etc.

Objective D: Establish a community focused, activity Center in and adjacent to Perry Park. This includes both space and activity programming at Perry Park and encouraging local commercial activity near Perry Park.

Strategy 1: Update zoning with design standards to create a sense of place around Perry Park

Strategy 2: Update and provide new playground and park facilities as funding is available
Strategy 3: Identify and support special events at Perry Park. Potential special events could include concerts, food-truck nights, and city picnics

Strategy 4: Prioritize active transportation (bikes, walking, strollers) access to Perry Park

a. Active Transportation routes along 2450 South and 900 West (see Transportation Chapter)
b. Improve pedestrian crossing on the corner of 2450 South and 900 West (Park Dr)
c. Sidewalk improvements along US 89 near Perry Park
d. Entrance improvements along 2450 South, could include entrance/information signage, parking, sidewalk

Figure 5: Perry Park

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2) HOUSING

There are a variety of neighborhoods in Perry City, ranging from small town, suburban-style subdivisions on 1/3 acre lots to historically agricultural areas with homes on several acres of land. The housing stock in Perry is primarily made up of single-family homes, with relatively few attached, townhouse, and mobile home units. Perry neighborhoods have quick access to the highway, local services, and recreational activities.

Future residential development in Perry City should be in keeping with existing homes, such as fronting onto the same streets, minimizing height and massing variation, and maintaining connections to local streets. Any development of alternative housing types such as attached units should be near existing or planned regional transportation amenities in order to minimize increased traffic on neighborhood streets and provide access to local commercial uses.

AFFORDABLE HOUSING ELEMENT

Perry City should strive to allow for the housing needs of people desiring to live in the community to be met, including those with moderate incomes. In October 2018, Bear River Association of Governments (BRAG) performed a housing needs assessment which analyzed the need for affordable moderate-income housing in the City, based upon existing housing costs and income levels and projected growth. This assessment is included in the appendix.

In general, the BRAG housing assessment concluded that the City's current efforts to preserve the moderate-income housing stock and the City's zoning and development practices allow the market to adequately address this need. That said, the assessment identifies that there are a significant number of moderate-income residents in Perry that are considered cost-burdened, expending more than 30% (Figures 5 and 6) of their monthly income on housing expenses. This indicates that Perry residents would benefit from additional affordable rental and ownership options.

Given that the population of Perry is projected to grow in the coming years, the City must remain proactive to provide a variety of housing opportunities for current and future residents, including:

- Efforts to maintain and preserve existing housing stock
- Allowing for a more diversified housing stock
- Promoting programs that help residents that are elderly or have a disability become stably housed

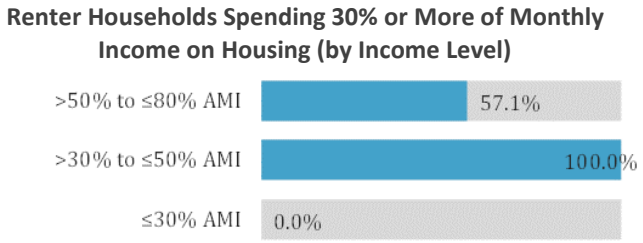


Figure 7: Cost Burdened Renter Households by Area Median Income (AMI)

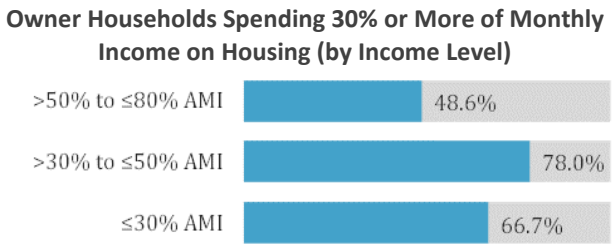


Figure 8: Cost Burdened Owner Households by Area Median Income (AMI)

Objective A: Balance residential and commercial opportunities along US 89 that blend with existing housing and infrastructure to enhance existing neighborhoods and increase housing options.

Strategy 1: Update zoning to reflect best practice design standards, regulating overall site and structure, including standards for porch and garage orientation, fencing, set-backs, commercial set-backs, etc.

a. Conduct a planning process to recommend best-practice design standards.

Strategy 2: Refine Neighborhood Commercial Zone along US 89 to limit commercial to those areas where it will serve the surrounding neighborhood and has the capacity to succeed (reference map)

a. Consider parcel boundaries and surrounding uses; identify areas along the highway where small format, neighborhood-friendly commercial is desired by the community and update the zoning to include design standards; identify areas along the highway where the Neighborhood Commercial Zones are not appropriate and change them to a more appropriate zoning designation.
b. Preclude direct access onto US 89 in areas along the highway where it is not warranted
c. Support direct access onto US 89 in areas where development is appropriate and an access is warranted

Strategy 3: New residential developments should consider the impacts to local roads and existing housing when connecting to US 89

Objective B: Allow for alternative housing choices, such as townhomes and senior centers, to be integrated into single family neighborhoods.

Objective C: Provide housing for the Perry work force and aging population, supporting local commercial and meeting housing needs of current and future residents.

Strategy 1: Provide zoning that allows and encourages housing choices throughout Perry, including accessory dwelling units (ADUs)

Strategy 2: Increasing housing options where appropriate; adopt attached-unit residential design standards that ensure quality development, and minimizes impact on surrounding neighborhoods through appropriate setbacks, heights, and landscaping. Multifamily housing built in Perry should be developed to compliment surrounding neighborhoods and not overwhelm them in building size and height. For this reason, Townhomes and Mansion style condos are fitting home styles in Perry

Figure 6: Mansion Style Condos

Strategy 3: Support housing assistance programs, such as those administered by Bear River Association of Governments and the State Department of Workforce Services to those with special housing needs

Strategy 4: Incentivize the rehabilitation of existing housing stock to preserve housing supply and maintain affordability

Strategy 5: Ensure that any increased residential density is met with public parks and green space for new and existing residents, and neighborhood beautification

Strategy 6: Support PMC 15.07.130 regarding Conservation Subdivisions that allows for density clustering and open space trade-offs

3) COMMERCIAL

Perry's commercial areas should be planned through a lens of fiscal sustainability and providing services for residents. At present, there are local businesses and several revered institutions along US 89, including fruit stands, local restaurants, doctor and veterinarian services, Maddox Ranch House, and Walker Cinemas. In Pointe Perry and along 1100 South (US 91), there are large retailers Wal-Mart and Tractor Supply Co., and a number of smaller national chain stores and restaurants.

Additional retail and services would be appropriate in several areas of Perry. Neighborhood commercial and services should be prioritized along US 89. Sustained development of valuable local commercial and services along US 89 benefits the residents of Perry by allowing quick trips to a hair salon, restaurant, dentist, or theater. Non-residential development should be encouraged in targeted locations best suited for community benefits.

Pointe Perry and US 91 should continue and expand development in existing commercial areas. Large box and national chain retail and services can provide services to residents of Box Elder County and generate more income for investment in Perry City infrastructure and services.

Objective A: Bolster economic development and long-term fiscal sustainability through a diverse tax base, provide job opportunities, and provide services to residents for all of their day to day needs.

Strategy 1: Encourage large scale commercial to locate near Commercial at Pointe Perry, and near Walmart, and update zoning to ensure high quality design and consistency

a. Design requirements should include parking lot landscaping to make lots safer, provide shade and enhance aesthetics. Pedestrian access must be provided, with safe and logical paths to the entrance façade from the City Sidewalk
b. Parking should be oriented to the side and rear of buildings, where reasonable, to assure an inviting street environment for pedestrians. Shared parking between compatible uses should be encouraged
c. Access management along the highway
d. Buffer large-format commercial from residential uses

Strategy 2: Consider all transportation modes when developing codes for commercial developments

Objective B: Support small and local businesses to maintain the unique rural qualities of Perry and support a strong local economy.

Strategy 1: Consider existing and future local businesses when making changes to the Neighborhood Commercial zones. Regulations that may positively impact the viability of small businesses include right-sizing parking requirements, providing on-street parking, allowing live-work uses, among others.

Strategy 2: Consider effect of roadway design on local businesses

4) AGRICULTURE

At the heart of Perry's look and feel are the agricultural uses throughout the City. Along US 89, the famous Fruit Way, there are several orchards and fruit stands. The majority of the west side of Perry is green space with operational farms. These uses contribute to the character of Perry and to the local economy. Land development near agricultural areas should seek to minimize conflict through site design, sustainable farming practices, and education. Perry City should maintain friendly policies toward agricultural uses.

Figure 7: Agricultural Land in Perry

Objective A: Maintain Perry's historic identity as a farm-friendly town along Utah's Famous Fruit Way.

Strategy 1: Maintain and support voluntary agricultural production throughout Perry by supporting agricultural protections/policies and promoting agricultural sales

Strategy 2: Explore options to protect agricultural areas through zoning.

Strategy 3: Landowners in agricultural areas should maintain rights to own animals and conduct agricultural operations provided that realistic efforts are made to minimize the external impacts of noise, dust, and other agricultural impacts on residential areas

Strategy 4: Support the sale of fresh produce, particularly in high visibility locations, along US 89

a. Identify and seek funding for safety improvements and sidewalk enhancements near existing fruit stands
b. Consider hosting a Farmers Market at a Perry City Park or other high visibility area

5) INDUSTRIAL

Current industrial and manufacturing zoning in Perry is located in the southwest, along I-15 and the Union Pacific railroad. Industrial uses are not currently a significant factor or seen as a major part of Perry's identity. The current and future locations of industrial zoning should be evaluated as the necessary infrastructure is developed and/or demand for such development changes. Currently there is limited access to utilities in designated industrial areas. Utilities should be provided if industrial demand increases.

Objective A: Allow Perry to take advantage of industrial and manufacturing opportunities.

Strategy 1: Reevaluate current manufacturing and industrial zones based on current infrastructure and anticipated demand.

Strategy 2: If industrial demand increases, ensure appropriate regional access via existing I-15 interchanges and frontage road or future I-15 interchange

6) CIVIC SPACE

Civic space is an irreplaceable amenity in all cities and it is crucial that cities have a civic center that draws activity and welcomes participation. Perry City currently lacks a clear City Center and many existing amenities are in need of upgrades and improvements. Future investments in maintenance and capital projects such as a City Hall and new parks should be studied and planned for.

Objective A: Develop City Hall as a community asset, pursuing eventual growth and integration with city parks and other community amenities/facilities.

Strategy 1: Continue City Hall renewal/relocation efforts. Distinguish future funding resources, identify a realistic time frame for the need for municipal office change or expansion, and map out the route to accomplish this objective

Strategy 2: Consider integration of other civic amenities such as a library with access to educational technology, museum, community center, sports complex, a first responder's bay, city parks, etc.

Objective B: Encourage community participation in Perry City events and government.

Strategy 1: Seek meaningful community input on all plans and policy changes; implement multiple mediums of periodic public input, such as a user-friendly online forum

Strategy 2: Improve the Perry City website, newsletter, and social media to advertise events, provide records and contact information, and encourage users of all capabilities to participate how they wish in Perry

Figure 8: Three Mile Creek Elementary School

Objective C: Pursue educational excellence, and provide community services as merited in a way that is forward-thinking to maximize infrastructure investments and resilience over time.

Strategy 1: Consider effects on property values when reviewing policy changes and development in order to increase funding for education

a. Routinely analyze population change and coordinate with the school district to recognize and educational facility expansions/additions

Objective D: Provide community services to maximize infrastructure investments and resilience over time.

Strategy 1: Consider public infrastructure when reviewing all policy changes and development

Strategy 2: Ensure that as Perry grows and ages, public utilities, water, and sewer infrastructure is maintained

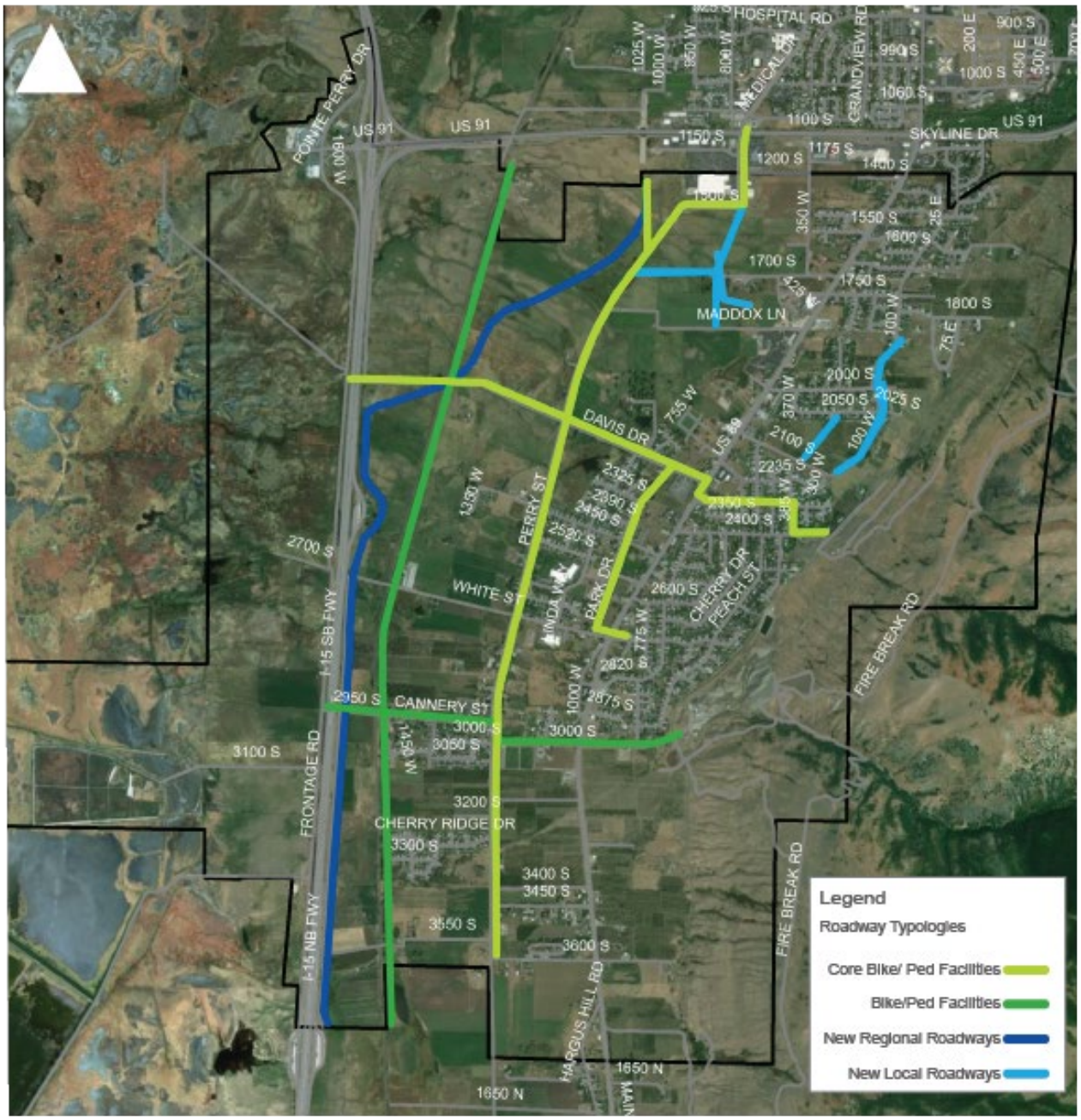
Strategy 3: Assess the need for and research potential locations for a cemetery in Perry, providing a new service to residents

a. Conduct an analysis of Perry's water table prior to identifying the location

Strategy 4: Continue to support infrastructure to provide high speed internet to residents

CHAPTER 3. TRANSPORTATION

TRANSPORTATION MAP



TRANSPORTATION MAP

Transportation is a significant component of enhancing Perry's small-town community feel, while ensuring that local and regional access in maintained. The movement of people is one of the critical elements of everyday life; allowing residents to access work, school, and recreation locations. A complete transportation network also increases economic vitality of a community by allowing the movement of goods and services. Transportation improvements were one of the top developments that the community identified as needed during the public outreach. Among the community transportation desires were new bike lanes and improved bike and pedestrian safety features for recreation and transportation (streetlights, crosswalks, sidewalks, pedestrian overpass/underpass). This shows that there is a desire in Perry to have a safe, connected, and well-maintained transportation network. While the automobile will remain the primary transportation alternative, identifying key locations and improvements can greatly improve the viability of walking, biking, and other transportation options in Perry City. As Perry grows, providing safe multi-modal connections to destinations, while maintaining a low level of vehicle congestion and delay, will be key to encouraging thoughtful growth patterns and developments.

1) ROADWAY

Roadways in Perry range from access-controlled freeways to local low-volume roadways. US 89, a UDOT arterial road, provides the primary north/south spine of Perry. Currently US 89 serves as both the primary connection for Perry residents and high-speed alternative to I-15. Unfortunately, US 89 has had several serious accidents in the past few years and is not perceived as a safe road. Perry elected officials and staff should continue involvement with UDOT to identify ways to make US 89 a safer more community centered route, while maintaining low congestion and high vehicle throughput. A new I-15 frontage road is included in Phase 3 of the Regional Long-Range Transportation Plan. This roadway could significantly reduce traffic volume on US 89 by allowing regional trips on this road.

Local roadways provide access to neighborhoods. Work with the Steering Committee and Public Outreach has shown that critical improvement areas regarding local roads are maintenance and improved connections on the east side and behind Wal-Mart.

Objective A: Ensure that the regional road network (minor arterial and above) provides excellent connections and minimizes travel time and delay.

Objective B: Encourage context-sensitive street designs to maintain livability and safety.

Strategy 1: Work with UDOT to implement key elements of the 2018 US 89 Road Safety Assessment. Along with assessment, impacts to businesses along US 89 should be analyzed

Strategy 2: Work to develop initial feasibility analysis for a pedestrian crossing (underpass, overpass, or at-grade) near 2700 South (White St.)

Strategy 3: Work with UDOT to refine the future I-15 frontage location and route

Strategy 4: Identify methods to improve safety, including speed reduction methods and/or traffic-calming measures such as bulb-outs, planted medians, and pavement patterns along US 89. Figures 11-14 presents one possible alternative for a US 89 cross-section

Strategy 5: Work with UDOT and other regional partners to study the benefits and impacts of a future I-15 interchange between US 91 and 750 North (Willard), preserving land based on feasibility

Strategy 6: Update the 2004 Transportation Master Plan

Figure 9: US 89

Figure 10: Four Lane Street with Planted Center Median

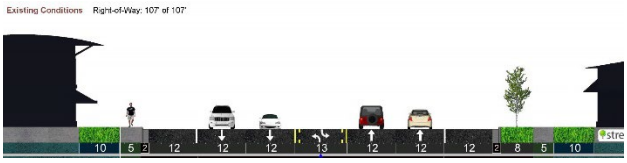


Figure 11: US 89 Existing

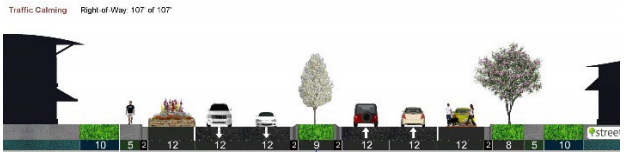


Figure 12: US 89 Traffic Calming with Planter Box

Objective C: Develop the neighborhood road network (collector and local) to accommodate multiple user types and improve connectivity.

Strategy 1: Connectivity – Develop new street locations as identified on the transportation map

a. See Transportation Map in regards to the prioritization of new local roadways
b. Adopt standards that limit block size and discourage long cul-de-sacs as infill development occurs

Strategy 2: Perry City's street design and road width standards should vary with the traffic and corresponding land use. Develop additional or apply existing underutilized street dimension standards for new roads

a. Review existing road width standards and determine if additional standards are needed
b. Apply the existing 50' cross-section on new neighborhood roads
c. Consider streetscape design recommendations (lighting, landscaping, buffers) and safety features as part of the street dimension standards

Strategy 3: Coordinate with UDOT on the feasibility and requirements of a Business Loop alternative to US 91

Strategy 4: Consider on-street parking use as community changes and develops

Strategy 5: Encourage street tree standards that provide a consistent linear tree canopy above the sidewalk. Building permit approval could be contingent upon the owner or developer including street trees and supporting facilities.

Strategy 6: Develop a Corridor Agreement with UDOT

a. Access management controlling direct access onto US 89. This agreement should analyze the anticipated future travel needs on 1200 West

2) BIKING AND WALKING (ACTIVE TRANSPORTATION)

Improved bicycle and pedestrian infrastructure, including sidewalks, bike lanes, and crossing were among the most desired improvements of Perry residents. The 2017 Southeastern Box Elder County Active Transportation Plan presented an excellent proposed bicycle and pedestrian network. City Officials and staff are encouraged to work with Box Elder County and BRAG to develop these transportation corridors. Additionally, Perry should identify additional ways to encourage biking and walking throughout the city. These measures could include sidewalk connections, wayfinding to major bike routes and activity centers, and additional safety features.

Objective A: Give the residents of Perry the opportunity to walk and bike to local destinations, as well as providing regional connections.

Strategy 1: Develop the core and secondary routes recognized in the Transportation Map

a. Work with regional partners to construct the Historic Orchard Pathway (paved shared use path along 1200 W)
b. Pursue funding resources such as those administered by the Wasatch Front Regional Council.
c. Adopt language that requires the consideration of these routes when repaving or repainting
d. Develop paths and wayfinding signage between Perry parks

Strategy 2: Work with UDOT to explore improving connections to schools via the state safe routes to school and safe sidewalks programs

Strategy 3: Conduct preliminary engineering for the bikeway along 2250 South. The top two alternatives (Alternatives A and B – Figures 15 and 16) were the side running two-way bike path and bike lanes

Strategy 4: Improve bicycle and pedestrian connections to outdoor attractions, Perry Canyon, the Bear River Migratory Bird Refuge, the Bonneville Shoreline Trail, and Willard Bay

Strategy 5: Develop wayfinding for locations in Perry from the Historic Orchard Pathway

Strategy 6: Review sidewalk subdivision requirements as part of the street dimension standards

Strategy 7: Improve/develop sidewalks and pedestrian network throughout Perry. Consider funding programs to assist with sidewalk development

Strategy 8: Identify parking opportunities at key points along the Historic Orchard Pathway (1200 West). Locations could include 750 North (Willard), Dale Young Nature Park, and 1100 South

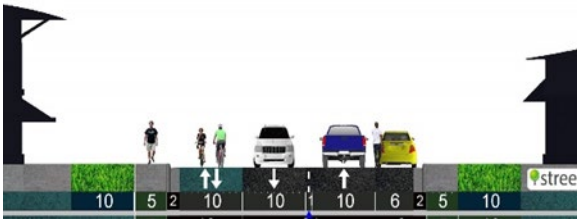


Figure 13: Active Transportation Cross-section A

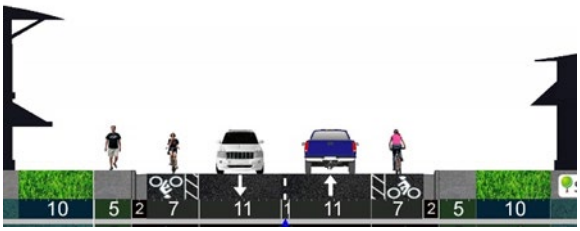
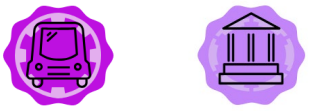


Figure 14: Active Transportation Cross-section B

3) PUBLIC TRANSIT

Public Transit in Perry is provided by the Utah Transit Authority (UTA) Bus Route 630, which runs from Brigham City to Ogden. This route currently carries around 225 northbound and 213 southbound riders per weekday, with the most riders boarding in Brigham City and Ogden. There is also the UTA Flex Route F638 which travels between Brigham City, Perry and Willard, on demand. Currently all bus stops in Perry are located on US 89 with 11 stops on the north bound route and 11 on the south bound route. While there are not significantly high existing riders, 60% of community outreach respondents indicated that they or their family would like to use transit for future trips if it was a viable and convenient option. Transit trips in Perry primarily serve as an inter-city connection between Box Elder County and Weber County. While additional routes and stops are not warranted at current ridership levels, the Steering Committee thought that there are a number of public transit improvements that would be beneficial for the future of public transit in Perry, such as expanded vanpools and improved stops.



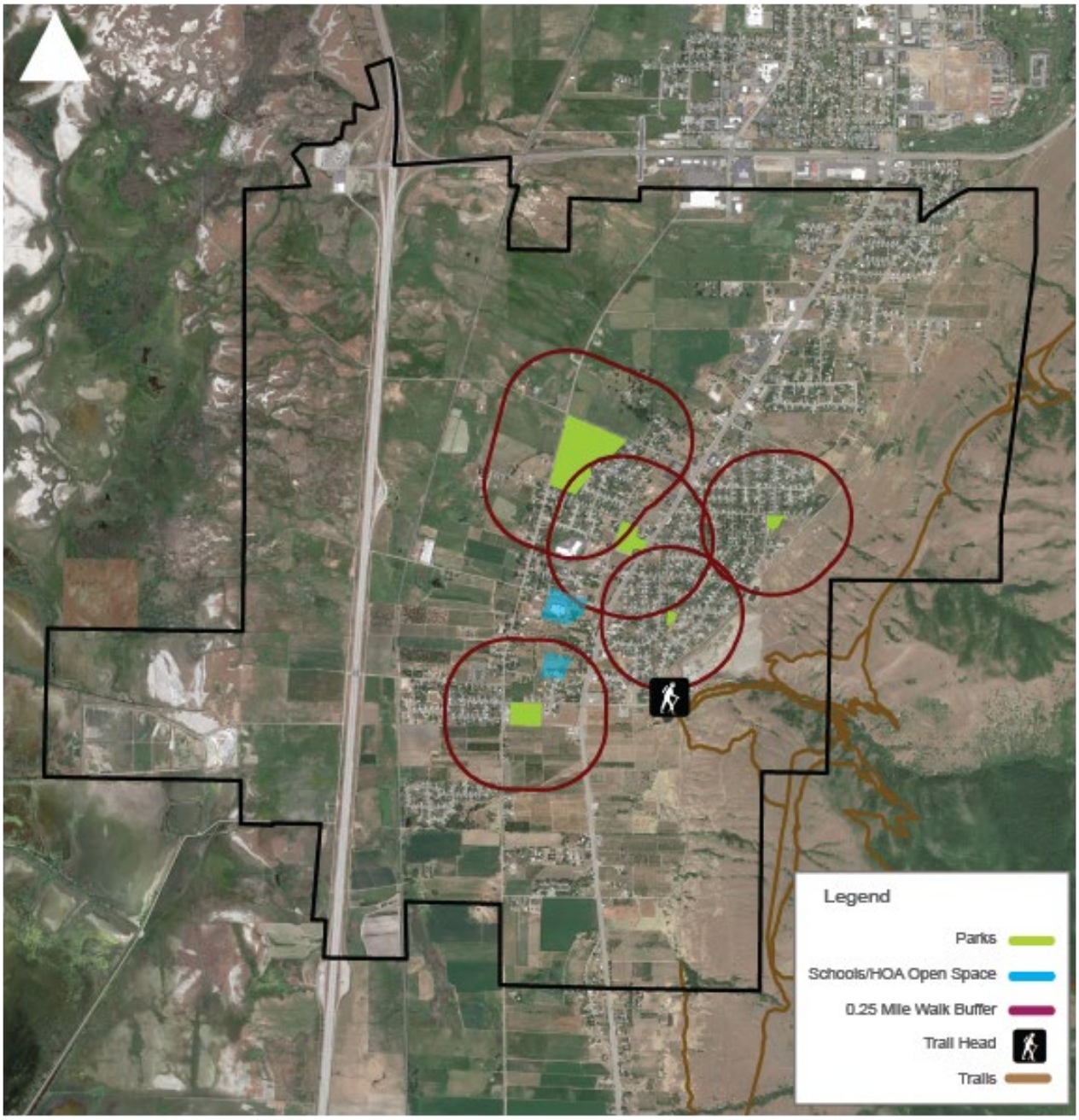
Objective A: As population grows Perry City should study the viability of and need for improvements to public transit.

Strategy 1: Preserve the FrontRunner corridor including identification and protection of lands that are currently undeveloped

a. Participate on UTA FrontRunner studies and other regional transportation projects
b. Restrict development through zoning along the FrontRunner Corridor and potential station locations, dependent on the outcome of upcoming UTA studies

Strategy 2: Coordinate with UTA and regional partners to invest in innovative mobility solutions (rideshare, small call-ahead transit (micro-transit), paratransit) connecting residential areas and employments centers with regional transit

PARKS AND TRAILS MAP



PARKS MAP

Access to parks, open lands/space, and natural resources is a critical element of ensuring Perry maintains a small-town feel. Recreation access is one of the defining features of living in Utah and one reason why people choose to live and work in the region. By ensuring equitable access to these recreation opportunities, Perry can further develop a stronger community identity through civic amenities, public projects, and parks. While providing recreational opportunities is a critical component of Perry's small-town feel, identified areas of limited to no access can maintain sensitive lands and prevent development in delicate areas, including watershed and wildlife locations. Identifying areas for recreation and preservation can help maintain water sources and protect environmentally sensitive areas.

1) PARKS

Parks are the core to healthy, sustainable places with whole neighborhoods. Quality parks that serve every neighborhood in Perry are central as development occurs. Parks should have features that are useful to residents and be easy to access. The National Recreation and Park Association has calculated that the typical park and recreation agency offers one park for every 2,114 residents served. Perry City currently offers more parks per resident than this number. However, there are some neighborhoods in Perry with limited access to parks, and the existing parks are in need of improvements. Not only should new parks be considered as Perry grows and changes, but existing parks can be improved to meet the needs of existing and new residents of all ages.

Opportunities for day-to-day family recreation close to home is something current residents can benefit from today. Perry Park at the center of town has amenities such as a baseball diamond, event pavilion, and play equipment, Dale Young Nature Park has a multi-use path and serene surroundings, and the Centennial Soccer Complex near City Hall has soccer fields. Small neighborhood parks such as Mt. View and Anderson ensure that residents east of US 89 have nearby park space. The Parks and Trails Map highlights existing parks and neighborhoods within a quarter mile of a park. The Perry neighborhoods located in the northeast, and some homes in the south, are not within .25 miles of a park, though there is a small HOA maintained green space. As Perry continues to grow all neighborhoods should have a park within reasonable walking distance.

Objective A: Increase amenities within and access to Perry's parks.

Strategy 1: Invest in equipment, amenities, landscaping improvements (trees, natural vegetation, etc.) and maintenance of existing parks, as well as preservation of historical elements.

Strategy 2: Consider updating the Parks and Open Space Master Plan for Perry, designating current and future parks and outlining their programming long-term

Strategy 3: As the programming and land-use around Perry Park develops, it will draw people from around Perry and surrounding communities. The parking and park amenities should reflect needs and desires of residents and visitors

Strategy 4: Consider the potential for improving access to the Dale Young Nature Park pond

Objective B: Identify parcels where small format community open space can be developed.

Strategy 1: Obtain an ideal park to population ratio on an ongoing basis

Strategy 2: Based on the Parks and Trails Map the north east area of Perry lacks access to a park and should be prioritized when considering new park development. The City should work to identify suitable property and funding for a park in this area.

Strategy 3: Designate a portion of development impact fees for public parks in identified locations

Figure 15: Dale Young Nature Park

2) OPEN SPACE

Open lands are areas that have not been designated for commercial, office or residential use. Uses of this type can include natural lands, outdoor recreation facilities, paved or dirt corridors, and undeveloped lands. Open lands differ from Parks primarily in their location and design. While parks are usually in the center of a town and programmed with activities like gym sets and sport facilities, open lands are typically on the fringe of the town, have limited access, and have less programming, but usually include trails and other natural environmental features. Some open space like wildlife refuges and high slope/erosion areas may significantly limit or prohibit access.

Objective A: Protect sensitive lands such as Perry's mountain benches and wetlands, while providing community access for a healthy lifestyle.

Strategy 1: Analyze current conservation elements of Perry City ordinances

Strategy 2: Improve access to existing east bench trails. Minimize impacts to the neighborhood by establishing trail-head parking

Strategy 3: Incorporate ponds and streams into open space and landscapes as growth in Perry occurs

3) WATER

Water has many important impacts on the Perry community, from residential culinary water to agriculture and orchard needs. As Perry grows, it will be critical to ensure that water availability and purity is maintained for existing residents and developments. Perry City does not subsidize the costs of development, and requires that developers pay for the extension of sewer, water, and road infrastructure, including development impacts to service new development and fees to fund inspections to ensure the quality of new infrastructure. All new developments should be consistent with the Perry Water Systems Report (2018), including wells, water storage, and pipelines in south Perry. Flood plains, gullies/ravines/draws, wetlands, and riparian corridors should be identified and protected to prevent or limit natural disasters.

Objective A: Ensure all current and future residents will have sufficient water resources as development occurs and demands change. Consider Perry's agricultural water needs to support farm production.

Strategy 1: Identification of eventual water pipe (10 ft, 100 ft ROW) on west side of city

Strategy 2: Review all developments for proper drainage

Strategy 3: Allow developments in south Perry if the developer helps to offset the cost for putting in a new wellhead

CHAPTER 5. IMPLEMENTATION PLAN

1) REPORTING

City Staff will prepare an annual summary of General Plan performance. This report should cover how the General Plan was used in decision making over the course of the past year, what strategies have progressed or been implemented, and how the General Plan goals and concepts are being integrated into other plans and ordinances.

2) FURTHER PLANNING AND IMPLEMENTATION

The General Plan Strategies direct Perry to engage in several implementation efforts, such as studying specific corridors or making updates to the zoning code. Many of these strategies Perry can accomplish directly. These initiatives consist of adopting standards, updating city ordinances, involvement in studies, and collaborating with regional partners on major transportation investments. Other strategies require more planning, analysis, and/or stakeholder engagement. This are important considerations and should be maintained as long term initiatives for the city.

APPENDICES

A. COMMITTEE MEETING SCHEDULE

B. OUTREACH MEMO

C. UTAH SB 34 MEMO

D. MODERATE INCOME HOUSING REPORT (PREPARED BY BRAG)

E. OUTREACH RAW DATA

APPENDIX A: COMMITTEE MEETING SCHEDULE

Perry City General Plan

STEERING COMMITTEE MEETING SCHEDULE

To: Perry City General Plan Steering Committee

From: Wasatch Front Regional Council (WFRC) Transportation and Land Use Connection (TLC) Planning Group

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The purpose of the Steering Committee was to help guide the development Perry City General Plan Update. They were an invaluable asset in both informing the direction of the project and reviewing the General Plan Document.

Perry General Plan Update Steering Committee

The WFRC TLC Planning Group worked closely with the Steering Committee to identify project direction and discuss the general plan update. The members of the Steering Committee were: Kevin Jeppsen (Mayor), George Benford (Committee Chair). Esther Montgomery (Council Member), Nathan Tueller (Council Member), Andrew Watkins (Council Member), Blake Ostler (Planning Commission), Michelle Drago (Resident), Lehi Jenks (Resident), Jeff Dinsdale (Resident), Shanna Johnson (City Employee), and Robert Barnhill (City Planner).

Perry General Plan Update Steering Committee Schedule

1. September 14, 2017
2. October 12, 2017
3. November 9, 2017
4. January 25, 2018
5. March 15, 2018
6. April 19, 2018
7. May 31, 2018 (Open House)
8. July 19, 2018
9. September, 27 2018
10. January 10, 2019
11. Planning Commission and/or City Council (As needed)

APPENDIX B: OUTREACH MEMO

Perry City General Plan

COMMUNITY OUTREACH MEMORANDUM

To: Perry City General Plan Update Steering Committee

From: Wasatch Front Regional Council (WFRC) Transportation and Land Use Connection (TLC) Planning Group

Date: July 25, 2018

Community outreach is a crucial element in master planning efforts. Productive public outreach can provide a greater understanding of the community's desires for the future direction and vision for their city, as well as present topics and potential concepts that may not have considered. The purpose of the Perry City General Plan Update community outreach was to involve a significant section of the residents in order to discuss and solicit ideas related to the development of the General Plan update. This memorandum describes the community outreach approach and details the findings of the outreach efforts.

Two open houses were held, and two surveys were released. The first effort, which included an open house and a survey, took place in October of 2016 and was hosted by Perry City. In 2017, the Wasatch Front Regional Council (WFRC) was included in the General Plan update process. After reviewing the results from the prior outreach and developing some concepts, another round of outreach was done. This again included an open house and an online survey. More details as well as the outcomes are outlined in the following sections.

Perry General Plan Update Steering Committee

The WFRC TLC Planning Group worked closely with the Steering Committee to identify project direction and discuss the general plan update. The members of the Steering Committee were: Kevin Jeppsen (Mayor), George Benford (Committee Chair). Esther Montgomery (Council Member), Nathan Tueller (Council Member), Andrew Watkins (Council Member), Blake Ostler (Planning Commission), Michelle Drago (Resident), Lehi Jenks (Resident), Jeff Dinsdale (Resident), Shanna Johnson (City Employee), and Robert Barnhill (City Planner).

Summary of Outreach Findings

The following outreach findings highlight the most frequent responses from the public outreach efforts. As the Perry City General Plan Update was developed, this feedback was incorporated into the General Plan.

2016 Open House and Survey

1) Well maintained roads
2) Bike lanes, connecting trails, and access to healthy lifestyle options
3) Safety features (i.e. streetlights, crosswalks, sidewalks, pedestrian overpass, signage)
4) Availability of clean water
5) Parks and green space

2018 Open House Transportation

1) Highway 89 would benefit most from a speed reduction and beautification.
2) If feasible, there is desire for an overpass along 89, an underpass is a close second.
3) Most people bike/walk every now and then.
4) Better bike lanes would encourage people to walk/bike more.
5) There is little use/interest in transit.
6) A 2-way bike path is most desired on Davis Street.

2018 Open House Land Use

1) ¼ acre single family homes are needed in Perry.
2) A cemetery is needed in Perry.
3) The majority like the idea of the area behind Maddox being the future "heart of town".
4) Residents would like to see more restaurants and small shops in Perry.
5) Perry City should improve existing parks in contrast to investing in new parks.
6) The favorite goal is "Enhance Perry's agricultural, small-town community feel while enhancing regional access".

2018 Survey Transportation

1) Highway 89 would benefit most from making it safer for bikes/peds.
2) If feasible, there is a desire for an underpass along 89, though overpass and at grade crossings were close seconds.
3) Most people bike/walk a few times a week.
4) More sidewalks would encourage people to walk/bike more.
5) There is little to no use of transit, but people may use it in the future if convenient.
6) A 2-way bike path is most desired on Davis Street.

2018 Survey Land Use

1) People strongly agree Perry Point should have a commercial focus.
2) People agree parks should serve as a center for meeting and community activity.
3) While people may agree that the "fruit highway" should be preserved, they don't agree that more residential uses should be allowed along 89. There was no definition of residential uses, and there are many differing opinions on uses along 89.
4) People agree the area between Walmart and Maddox should serve as a walkable commercial and mid-density residential node with outdoor dining and small shops.
5) While the majority of people disagree that Perry should provide more diversity of housing types to include town homes, condos, etc. there is some community support in favor of providing more housing options.
6) A cemetery is needed in Perry.
7) The majority like the idea of the area behind Maddox being the future "heart of town".
8) People would rather the City make additional investments in walk/bike infrastructure.
9) Perry City should improve existing parks in contrast to investing in new parks.

October 2016 Open House and Survey

Prior to the WFRC TLC Planning Group involvement, Perry City held two public open houses and a survey. These efforts identified the most critical issues facing Perry City, prior kicking off the formal General Plan Update project. Based on these community outreach efforts the top 5 initiatives for Perry residents were:

1) Well maintained roads
2) Bike lanes, connecting trails, and access to healthy lifestyle options
3) Safety features (i.e. streetlights, crosswalks, sidewalks, pedestrian overpass, signage)
4) Availability of clean water
5) Parks and green space

Complete results from the public open houses and on-line survey are presented below.

Table 1: 2016 Open House – Dot Exercise Results

Initiative	October 5, 2016 Open House	October 5, 2016 Open House	Total Votes
Well Maintained Roads	33	18	51
Bike lanes, connecting trails, and access to healthy lifestyle options	21	28	49
Safety Features (streetlights, crosswalks, sidewalks, pedestrian overpass, signage)	19	27	46
Availability of Clean Water	31	11	42
Parks & Green Space	15	25	40
Safe Access to Highway 89	31	0	31
Sales Tax Options for Revenue	7	9	16
Increased Public Safety (Police, Fire)	7	8	15
Access to Quality Education	2	11	13
Leisure Based Business and Restaurants	6	6	12
Walkable Communities (mixed use areas)	7	4	11
Emergency Preparedness	3	4	7
Increased Recreation / Community Based Services	4	3	7
Dependable and Affordable Options for Retail Services	2	4	6
Building and paying now for the infrastructure to be able to facilitate more residential growth	3	1	4
Clean Air	3	1	4
Cemetery	0	4	4
Transportation	2	1	3
Moderate Income Housing	1	1	2
Quality Public Transportation	2	0	2
Affordable Energy	1	0	1
Quality Job Opportunities	0	1	1

Table 2: 2016 Survey Data

Initiative	Total Votes
Availability of Clean Water	91
Safety Features (streetlights, crosswalks, sidewalks, pedestrian overpass, signage)	91
Well Maintained Roads	92
Bike lanes, connecting trails, and access to healthy lifestyle options	76
Parks & Green Space	78
Sales Tax Options for Revenue	73
Increased Public Safety (Police, Fire)	73
Clean Air	60
Affordable Energy	64
Emergency Preparedness	61
Walkable Communities (mixed use areas)	55
Leisure Based Business and Restaurants	60
Access to Quality Education	53
Dependable and Affordable Options for Retail Services	51
Increased Recreation / Community Based Services	52
Quality Job Opportunities	52
Quality Public Transportation	53
Building and paying now for the infrastructure to be able to facilitate more residential growth	58
Moderate Income Housing	52
Safe Access to Highway 89	33
Cemetery	4
Maintain Small Town Atmosphere	2
East of Highway 89 Collector Street	2
Multiple (18) initiatives with one vote	

May 2018 Open House

The Steering Committee and the WFRC TLC Planning Group, in collaboration with the steering committee, developed outreach questions and exercises for the open house held May 31, 2018. The open house was advertised on a flyer which was sent out via city newsletter and Facebook. An estimated 50 people attended the open house.

Findings from the Open House

Table 3: 2018 Open House Results – Favorite Goal

Initiative	Total Votes
Put a sticker next to the goals that are most important to you!	
Enhance Perry's agricultural, small-town community feel while enhancing regional access	17
Develop a stronger community identity through civic amenities, public projects, and parks	12
Ensure a safe, connected, and well-maintained transportation network	13
Identify and pursue economic development opportunities	9
Encourage thoughtful growth patterns and developments	15
Maintain water sources and protect environmentally sensitive areas	6

Table 4: 2018 Open House Results - Transportation

Initiative	Total Votes
How do you feel about Highway 89? What would you change?	
Speed Reduction	6
Landscaping/Beautification	6
Safer for Bikes/Peds	4
Keep the Same Speed	2
Other	5
How often do you bike/walk?	
Every Day (No One Selected “A Few Times a Month”)	3
A Few Times a Week	6
About Once a Week	2
Every Now and Then	7
Never	1
What would encourage you to bike/walk more?	
Better Bike Lanes	14
Safer/More Road Crossings	7
Improved East/West Connections	7
More Sidewalks	7
I Currently Bike/Walk as Much as I Want/Will	2
If all options were feasible, would you prefer to see an underpass, overpass, or at grade crossing near 2700 south along 89?	
Overpass	7
Underpass	5
At Grade	4
Other	3

Table 4: 2018 Open House Results – Transportation (continued)

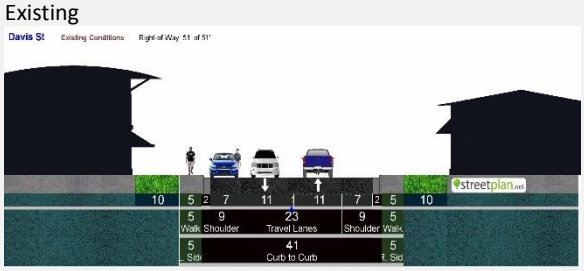
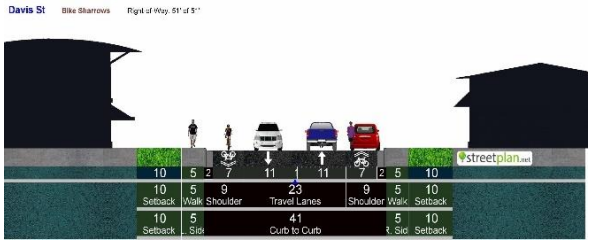
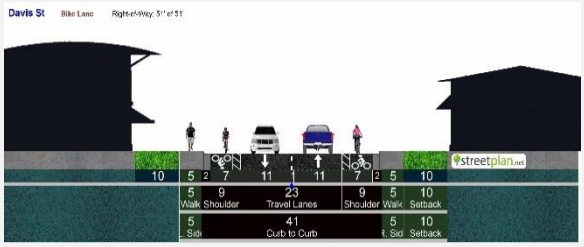
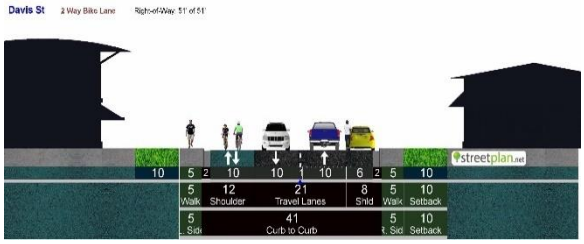
Initiative	Total Votes
How frequently do you use transit?	
We don't	8
Not Often/Rarely	7
Would you or your family members like to use it more?	
Yes	5
No	3
Maybe In the Future	2
Which of the following cross sections is the most fitting for Davis Street?	
Existing 	3
Sharrows 	6
Bike Lane 	0
2-Way Bike Lane 	12

Table 5: 2018 Open House Results – Land Use

Initiative	Total Votes
Based upon the various job opportunities and population in the area, what mix of housing types is needed in Perry? Select all that apply.	
Apartments	12
Townhomes	11
¼ Acre Single Family Homes	14
Rural Single Family Homes	7
Do you feel a cemetery is needed in Perry, and if so, where might the best place for it be?	
Yes	12
No	6
What are your thoughts about the area behind Maddox as the future "Heart of Town"?	
Like It	12
Don't Like It	3
It Should Be Somewhere Else	3
Would you like to see commercial development in Perry? If so, what kind?	
Small Shops	14
Large Retailers	10
Restaurants	18
Offices	6
Entertainment	8
Other	2
Which do you feel is more needed?	
New Parks	2
Improve Existing Parks	14
Both	5

Map 1: 2018 Open House Land Use Sticker Comments

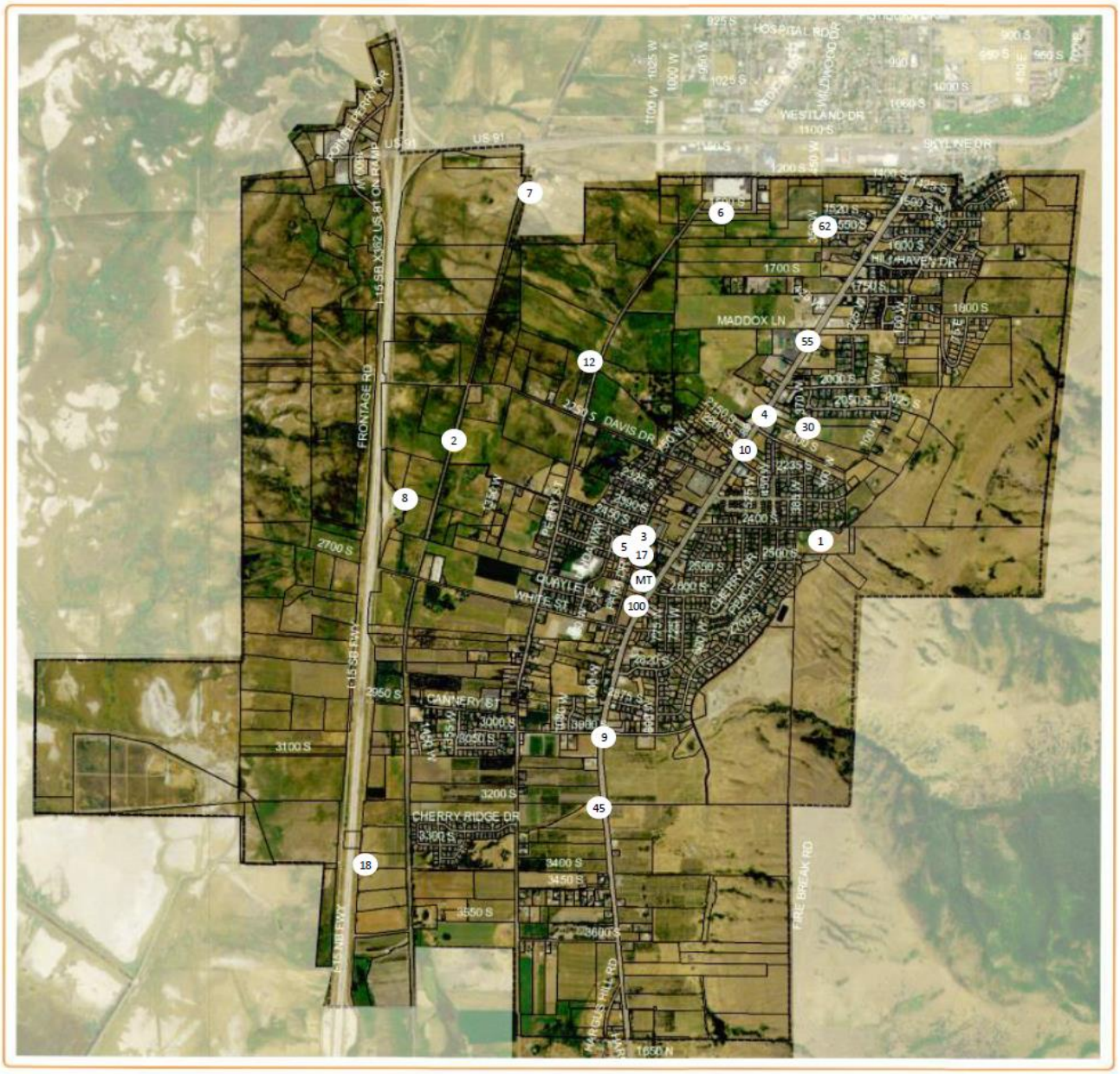


Table 6: 2018 Open House Land Use Sticker Comments

Comment	Number
This area is not well maintained, full of weeds, with previous drug problems. It needs to be better maintained.	**1**
Need a walking path on 1200 W. Too many people walk on it now and sometimes we feel unsafe because of the traffic.	2
Park Drive needs to finished	3
Please re-do NC zone. Allow multi-family on highway. Put commercial development at Walmart & Pointe Perry.	4
Brandon Hanson would like to buy this property to build a house adjacent to his business	5

Center line to separate traffic	6
A center line here would help people maintain situational awareness	6
Front Runner station with Park & Ride (secure)	7
Freeway exit northbound for the easier fun range access maybe have it loop south, but still get back on the freeway and use 1100 S. to head southbound	8
Poor visibility at this intersection needs to be addressed.	9
The highway is very unsafe for bikes and pedestrians	10
Water management & 1200 safety "school bus"	12
The parade goes down this road, 900 W. It should be finished and reflect Perry's beauty.	17
Cemetery	18
Need another park to service the population and kids on east side of highway. The parks are mainly on west and population is on east. Spot 30 is one of the only open spaces left!	30
(C zone) Please let people develop their own ground. More apartments multi housing more people.	45
There needs to be a safe crossing for pedestrians near Maddox that connects into neighborhood streets	55
Look at creating a "buffer" between multi-family/commercial and single family residential	62
City building	100
Perry needs to look at its animal ordinance. There is an issue with feral cats.	
The highway is getting busy and difficult to turn on and off	
More lighting on our current Perry City sign.	
Would like to see a new "town hall" located south of the Perry Park. - J Madsen	
Townhomes along north 89, reroute bus through center	
North west and south east residents need park ~ every resident has a .5 mile walk to a park?	
Road maintenance can be improved. Intersections are visible and safe. Good sightlines should be maintained.	
Perry City is a great city with heritage. Change and growth must happen but carefully thought out benefits everyone.	
More parks and recreational opportunities	

2018 On-line Survey

An on-line survey was created to reach community members who were unable to attend the open house. The survey questions were designed to identify the same feedback as the open house. The open house was advertised on a flyer which was sent out via city newsletter and Facebook, as well as hand-outs distributed at the open house. The survey was open from May 22 to June 22, 2018. 50 survey responses were collected.

Findings from the On-line Survey

The first two questions of the on-line survey asked respondents to identify their favorite thing about Perry and what they would change about Perry. The vast majority of respondents replied that their favorite thing about Perry was an element of the community, the small town feel (77%) or people/family orientation (17%). The things that the respondents would change about Perry were more varied. 50% of those surveyed said that they would improve transportation issues; primarily trails, Highway 89 safety, maintenance, and connectivity. 32% of respondents said that they would like to see some element of the existing government improved. Increased park maintenance, limiting restrictive ordinances, and improved public amenities were frequent responses. 12 % would like to see growth slowed and 6% would like to see zoning updates.

Table 7: 2018 On-Line Survey Results – Land Use

Initiative	Total Votes
Perry Point should have a commercial focus.	
Strongly Agree	18
Agree	16
Neutral	5
Disagree	7
Strongly Disagree	3
Parks should serve as a center for meeting and community activity.	
Strongly Agree	16
Agree	26
Neutral	6
Disagree	0
Strongly Disagree	2
While preserving the "fruit highway", more residential uses should be allowed along 89.	
Strongly Agree	3
Agree	13
Neutral	13
Disagree	15
Strongly Disagree	6
The area between Walmart and Maddox should serve as a walkable commercial and mid-density residential node with outdoor dining and small shops.	

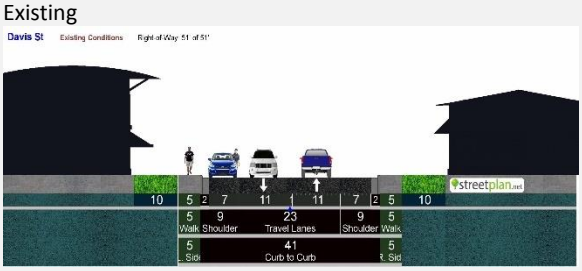
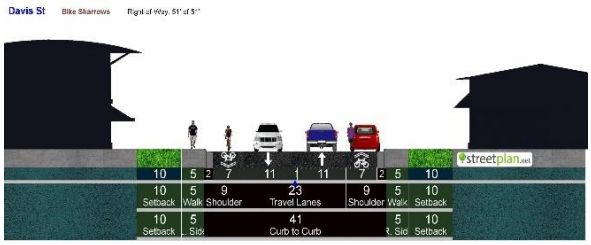
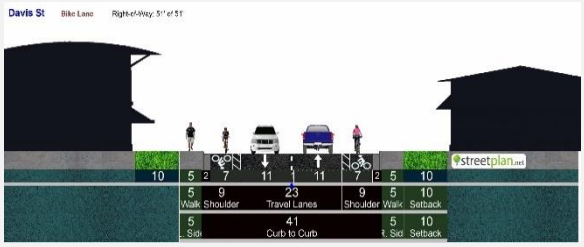
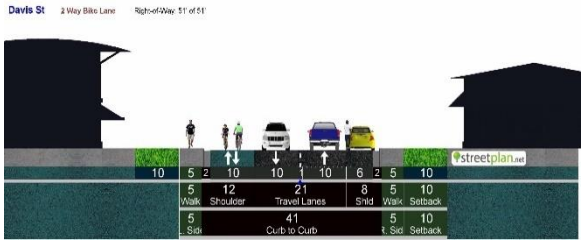
Table 7: 2018 On-Line Survey Results – Land Use (Continued)

Initiative	Total Votes
Strongly Agree	7
Agree	21
Neutral	8
Disagree	6
Strongly Disagree	8
Perry should provide more diversity of housing types to include town homes, condos, etc.	
Strongly Agree	8
Agree	6
Neutral	8
Disagree	15
Strongly Disagree	13
Do you feel a cemetery is needed in Perry, and if so, where might the best place for it be?	
Yes	26
No	15
I Don't Know	6
What are your thoughts about the area behind Maddox as the future "heart of town"?	
Like It	30
Don't Like It	9
Not Sure	3
It Should Be Somewhere Else	6
Which do you feel is more needed?	
New Parks	14
Improve Existing Parks	35
Prioritize the following spending areas the City should make additional investments in: (low number represents higher priority)	
Economic Development	2.44
Parks and Civic Space	2.76
Road Improvements	3.29
Safety Improvements	3.16
Walk/Bike Infrastructure	3.40

Table 8: 2018 Survey Results - Transportation

Initiative	Total Votes
How do you feel about Highway 89? What would you change?	
Speed Reduction	15
Landscaping/Beautification	4
Safer for Bikes/Peds	23
Keep the Same Speed	7
Other	16
How often do you bike/walk?	
Every Day (No One Selected "A Few Times a Month")	0
A Few Times a Week	30
About Once a Week	8
Every Now and Then	10
Never	2
What would encourage you to bike/walk more?	
Better Bike Lanes	12
Safer/More Road Crossings	8
Improved East/West Connections	7
More Sidewalks	13
I Currently Bike/Walk as Much as I Want/Will	9
If all options were feasible, would you prefer to see an underpass, overpass, or at grade crossing near 2700 south along 89?	
Overpass	16
Underpass	18
At Grade	16
Other	4
How frequently do you use transit?	
We Don't	23
Not Often/Rarely	14
Would you or family members like to use it more?	
Yes	4
No	11
Maybe in the future*	13

Table 8: 2018 Survey Results – Transportation (continued)

Initiative	Votes
Which of the following cross sections is the most fitting for Davis Street?	
Existing 	8
Sharrows 	2
Bike Lane 	14
2-Way Bike Lane 	17

APPENDIX C: UTAH SB34 MEMO

Perry City General Plan

Utah SB34 Memo

To: Perry City General Plan Steering Committee

From: Wasatch Front Regional Council (WFRC) Transportation and Land Use Connection (TLC) Planning Group

Date: June 7, 2019

Utah Senate Bill 34 Introduction

Utah Senate Bill 34 (SB34) Affordable Housing Modifications, is a product of the 2019 Legislative Session. SB34 encourages local communities to plan/zone housing for residents of all income levels, and coordinate that housing with transportation. Communities are required to develop a moderate-income housing (MIH) plan as part of their general plan. When communities satisfy SB34 requirements to develop a MIH plan and annually report on their implementation efforts, they remain eligible for state transportation funding (Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF)). Municipalities and counties are required to update and adopt the moderate-income housing plan by December 1st of 2019. Municipalities and counties that are required to update and adopt SB34 are in the following categories; all municipalities of the 1st, 2nd, 3rd, and 4th class, cities of the 5th class with a population of 5,000 or more that are located in counties of the 1st, 2nd, and 3rd class, metro townships with a population of 5,000 or more, and all counties must plan and adopt a MIH plan including a least three strategies from the Menu of requirements (p. 4).

SB34 also revised the land use and transportation elements for municipality and county general plans. The land use element of the general plan must now consider the location of land for housing for residents of various income levels in addition to the other categories of public and private uses of land. For the transportation and traffic circulation element of the general plan, counties and municipalities now must provide the general location and extent of active transportation facilities in addition to freeways, arterial and collector streets, public transit, and other modes of transportation. They must plan residential and commercial development around "major transit investment corridors" in order to improve connections between housing, employment, education, recreation, and commerce. General plans must correlate the transportation plan with population and employment projections, and the proposed land use element. They must also consider the regional transportation plan developed by the metropolitan planning organization (WFRC, MAG, CMPO, or Dixie MPO). If the county or municipality is outside of an MPO, they must consider the long-range transportation plan developed by UDOT. For more information and resources on these planning items, visit the WFRC governmental affairs page on our website: wfrc.org.

SB 34 Impacts on Perry

Perry City is a 5th class city and Box Elder County is a 3rd class county in the Utah classification of counties and municipalities[1]. Perry's population during the 2010 census was 4,512 and the population estimation for 2018 was

[1] https://le.utah.gov/interim/2013/pdf/00000417.pdf

5,094[2]. The population of Perry is now over 5,000 people in the latest population estimate. With this growth and city/county classification, Perry will have to be in compliance with SB34 by December 1st, 2019. The Department of Workforce Services will be auditing general plans and MIH plans for compliance with SB34. If counties and municipalities are found out of compliance, they will lose the opportunity to receive TIF/TTIF dollars). DWS is working through the review criteria now and expects this information to be made available mid July 2019.

Perry General Plan

It is expected that Perry City will be in compliance with the new requirements for general plans, based on the recent General Plan update. Going forward, these topics can be further strengthened by developing small area plans, transportation plans, and zoning updates to ensure developmental represents the values of Perry City. The following section highlights elements of the Perry City General Plan and how the General Plan is in compliance with the new requirements for SB 34.

Land Use:
New Requirement of SB34: *General plans must now consider location of land for housing for residents of various income levels in addition to the other categories of public and private uses of land*
How the Perry General Plan complies:

- Balance residential and commercial opportunities along US 89 that blend with existing housing and infrastructure to enhance existing neighborhoods and increase housing options (p. 17)
- Allow for alternative housing choices, such as townhomes and senior centers, to be integrated into single family neighborhoods (p. 17)

Transportation and Traffic Circulation:
New Requirement of SB34: *Provide the general location and extent of active transportation facilities in addition to freeways, arterial and collector streets, public transit, and other modes of transportation.*
How the Perry General Plan complies:

- Give the residents of Perry the opportunity to walk and bike to local destinations, as well as providing regional connections (p. 24)

New Requirement of SB34: *Municipalities without a major transit investment corridor must plan for residential and commercial development in areas that maintain and improve these connections*
How the Perry General Plan complies:

- Encourage large scale commercial to locate near commercial at Pointe Perry, near Walmart, and update zoning to ensure high quality design and consistency (p. 19)
- Consider all transportation modes when developing codes for commercial developments (p. 19)

New Requirement of SB34: *Correlate the transportation plan with population and employment projections, and the proposed land use element*
How the Perry General Plan complies:

- Consider existing and future local businesses when making changes to the Neighborhood Commercial zones. Regulations that may positively impact the viability of small businesses include right-sizing parking requirements, providing on-street parking, allowing live-work uses, among others (p. 19)
- Provide housing for the Perry work force and aging population, supporting local commercial and meeting housing needs of current and future residents (p. 17)

New Requirement of SB34: *Consider the regional transportation plan developed by the region's metropolitan planning organization (MPO)*
How the Perry General Plan complies:

- The Wasatch Front Regional Council Regional Transportation Plan (2019-2050) was included in the transportation elements of the Perry General Plan.

[2] https://www.census.gov/programs-surveys/popest/data/tables.2018.html

Moderate Income Housing Plan

SB34 requires that cities include a recommendation to implement 3 or more moderate-income housing strategies, from a list of 23 menu items (Pg. 4) as part of their MIH report. The current moderate-income housing plan is the Perry City Affordable Housing Needs Assessment and was prepared by BRAG in October 2018. The Perry City Affordable Housing Needs Assessment is an assessment of current conditions, but does not provide recommendations on how to create and sustain affordable housing within the Perry. There are several sections in the Perry General Plan that could be further developed as elements for a future MIH plan:

- SB34 Menu Requirement: *Create or allow for, and reduce regulations related to, accessory dwelling units in residential zones.*
  - Perry General Plan element: Land Use - Objective C, Strategy 1: Provide zoning that allows and encourages housing choices throughout Perry, including accessory dwelling units (ADUs) (p. 17)

- SB34 Menu Requirement: *Facilitate the rehabilitation of existing uninhabitable housing stock into moderate income housing.*
  - Perry General Plan element: Objective C, Strategy 4: Incentivize the rehabilitation of existing housing stock to preserve housing supply and maintain affordability (p. 17)

- SB34 Menu Requirement: *Apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services.*
  - Perry General Plan element: Promote housing assistance programs, such as those administered by Bear River Association of Governments and the State Department of Workforce Services to those with special housing needs (p. 17)

- SB34 Menu Requirement: *Apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance.*
  - The Perry City General Plan update a 2017 Transportation and Land Use Connection award, a program administered by an MPO.

Perry City Staff should work with the Planning Commission and Elected Officials to determine SB34 Menu requirements that align with the values and goals of Perry residents. The following menu items are those that the TLC Planning Group recommends Perry considering including in future MIH reports, based on General Plan Steering Committee Meetings:

- Allow for higher density or moderate-income residential development in commercial and mixed-use zones, commercial centers, or employment centers
  - During the General Plan process, the Steering Committee discussed allowing higher density developments behind the Wal-Mart.

- Eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle, e.g. residential development near major transit investment corridors senior living facilities
  - Perry requires one parking stall per patient room for a nursing home. Ogden requires one stall per three bed capacity for an assisted living facility.

- Preserve existing moderate-income housing
  - BRAG MIH Report concluded that 33% of the owner-occupied dwelling units qualify as a moderate-income household.

- Encourage higher density or moderate-income residential development near major transit investment corridors

- Perry does not currently have a major transit investment corridor, but this could change in the future based on the recommendations developed in the Box Elder-Cache-Weber Transit Study

<u>Utah SB34 Menu of Requirements for Population Sizes of 5,000 or more:</u>
(https://le.utah.gov/~2019/bills/static/SB0034.html)

Menu: Shall include a recommendation to implement 3 or more of the following strategies, aka the 'menu' (518; 1205):

A. rezone for densities necessary to assure the production of MIH
B. facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH
C. facilitate the rehabilitation of existing uninhabitable housing stock into MIH
D. consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city
E. create or allow for, and reduce regulations related to, accessory dwelling units in residential zones
F. allow for higher density or moderate income residential development in commercial and mixed-use zones, commercial centers, or employment centers
G. encourage higher density or moderate income residential development near major transit investment corridors
H. eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle, e.g. residential development near major transit investment corridors or senior living facilities
I. allow for single room occupancy developments
J. implement zoning incentives for low to moderate income units in new developments
K. utilize strategies that preserve subsidized low to moderate income units on a long-term basis
L. preserve existing MIH
M. reduce impact fees, as defined in Section 11-36a-102, related to low and MIH
N. participate in a community land trust program for low or MIH
O. implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality
P. apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH
Q. apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity
R. apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services
S. apply for or partner with an entity that applies for programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act [not in county list of recommendations]
T. apply for or partner with an entity that applies for services provided by a public housing authority to preserve and create MIH
U. apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance
V. utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency
W. any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income

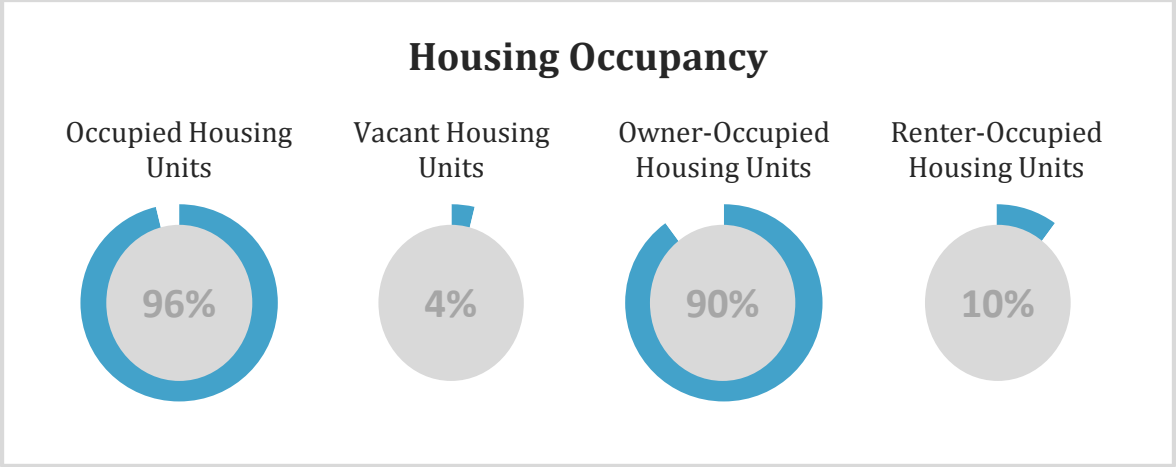
In addition to the recommendations required above, municipalities that have a "fixed guideway public transit station" shall include a recommendation to implement either "G" or "H" (568) [not required for counties].

APPENDIX D: MODERATE INCOME HOUSING REPORT (PREPARED BY BRAG)

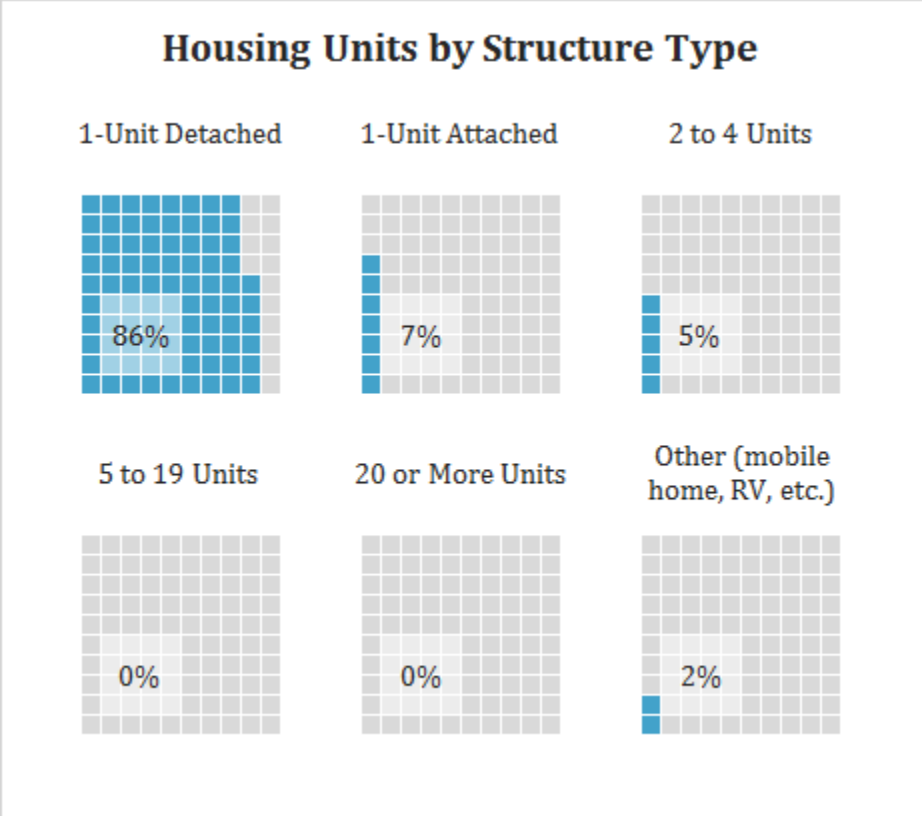
PERRY CITY AFFORDABLE HOUSING NEEDS ASSESSMENT
OCTOBER 2018

Housing Stock

As of the 2010 U.S. Census, there were 1427 housing units in Perry. Of those units, 1373 (96.2 percent) are occupied and 54 (3.8 percent) are vacant. Owner-occupied units make up the majority (89.9 percent) of the city's housing stock, while renter-occupied units account for 10.1 percent of the city's housing stock.



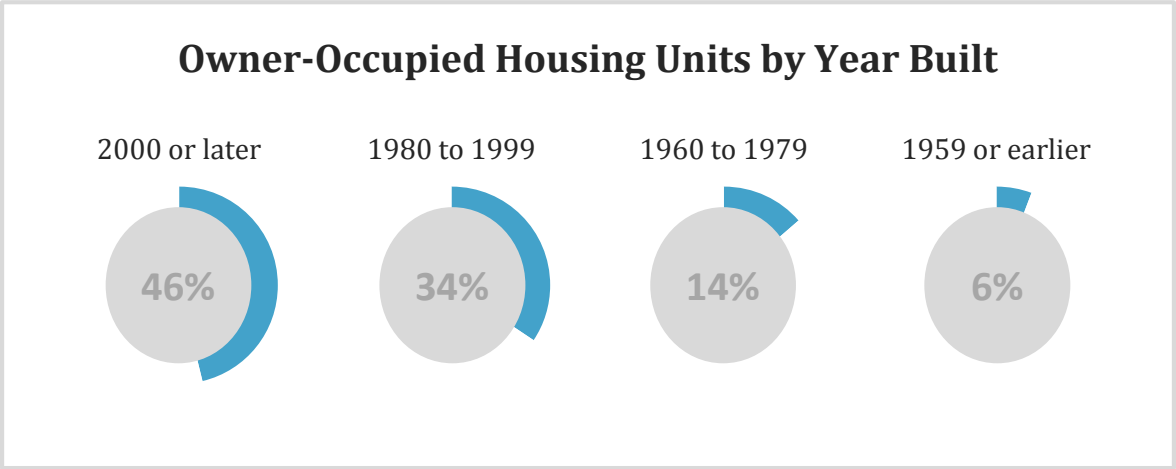
Perry's housing stock consists of 1202 (86.4 percent) single-unit detached homes, 95 (6.8 percent) single-unit attached homes, 66 (4.7 percent) two- to four-unit structures, 0 (0 percent) five- to nineteen-unit structures, 0 (0 percent) structures with twenty or more units, and 28 (2 percent) other structure types, such as RVs and mobile homes. Given that 86.4 percent of the city's housing stock is made up of single-unit detached homes, Perry may want to consider whether a more diversified housing stock would benefit current and future residents.

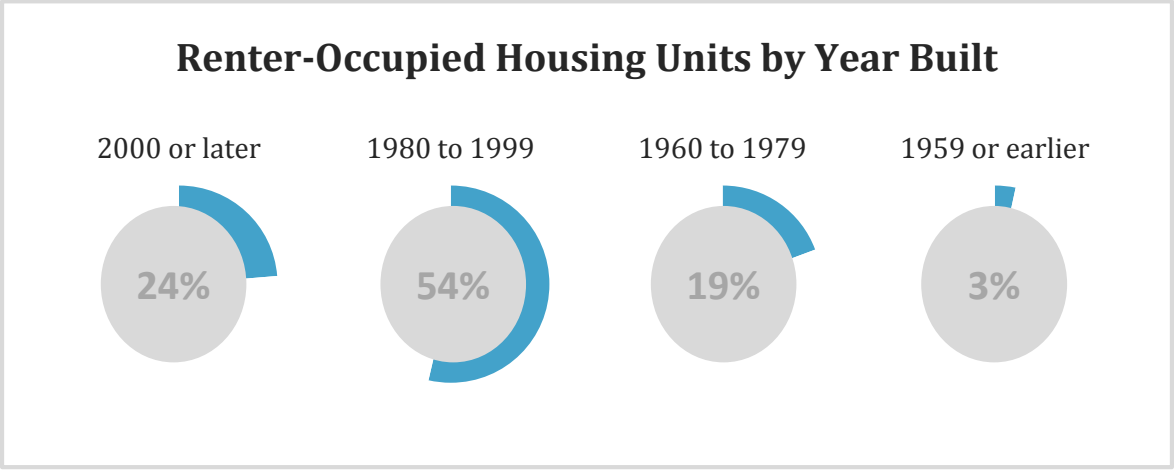


In terms of unit size, Perry's housing stock consists of 0 units with no bedrooms, 0 units with one bedroom, 507 units with two or three bedrooms, and 884 units with four or more bedrooms.

An assessment of structure age can, in some cases, reveal whether there is a

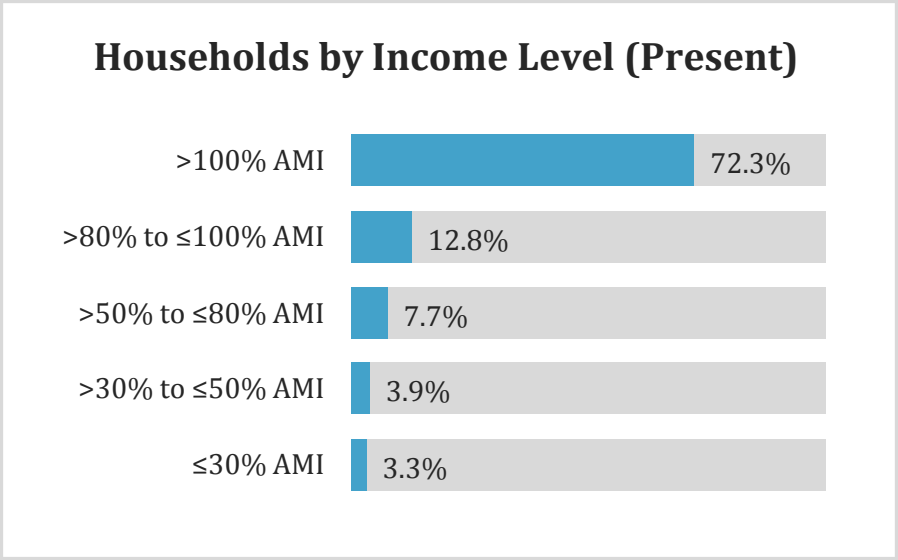
need for housing rehabilitation. In Perry, 5.5 percent of residential structures were built in 1959 or earlier, 14.2 percent were built between 1960 and 1979, 36.4 percent were built between 1980 and 1999, and 43.9 percent were built in the year 2000 or later. With 19.8 percent of the city's housing stock constructed before 1979, the city may want to determine its role in rehabilitation efforts and consider performing a windshield survey to evaluate housing conditions.





Household Income & Needs

The median household income in Perry is $79,650, which is $24,612 above the area median income (AMI) for Box Elder County County ($55,038). Given these figures, 3.3 percent of the households in Perry earn less than or equal to 30 percent of AMI, 3.9 percent earn between 30 and 50 percent of AMI, 7.7 percent earn between 51 and 80 percent of AMI, 12.8 percent earn between 81 and 100 percent of AMI, and 72.3 percent earn more than 100 percent of AMI. Households that earn a moderate income (80 percent of AMI) or less make up 14.9 percent of Perry's population.



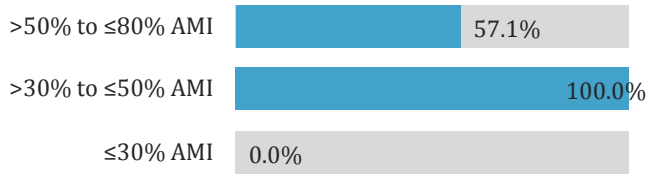
Summary of Affordability

Household Income	Maximum Monthly Income for Housing Expenses	Maximum Mortgage Loan Amount
≤30% AMI	$413	$36,962
>30% to ≤50% AMI	$688	$84,763
>50% to ≤80% AMI	$1,101	$156,466
>80% to ≤100% AMI	$1,376	$204,267

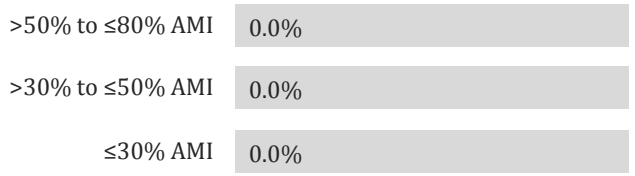
Housing is considered affordable when households—regardless of their income—spend no more than 30 percent of their monthly income on housing expenses. Therefore, cost-burdened households are those households whose housing expenses exceed 30 percent of their monthly income. Based on this definition, 61.5 percent of Perry's renter households that earn a moderate income or less and 62.4 percent of the city's owner households that earn a moderate income or less are cost burdened, which indicates that Perry's residents would benefit from additional affordable rental and ownership options.

Cost Burdened Renter Households

Households Spending 30% or More of Monthly Income on Housing (by Income Level)



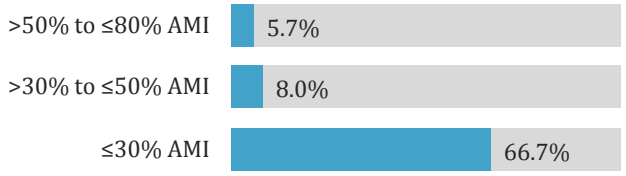
Households Spending 50% or More of Monthly Income on Housing (by Income Level)



Cost Burdened Owner Households

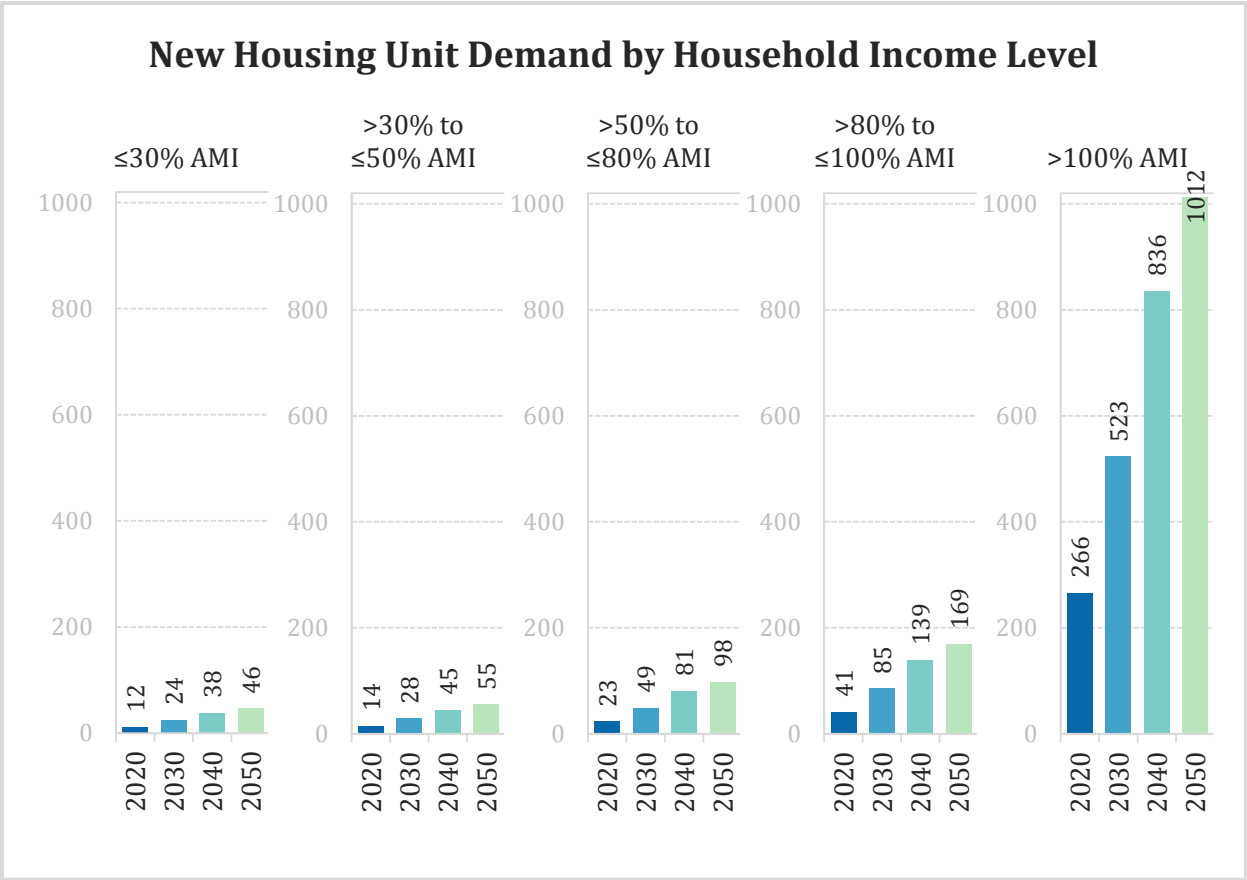
Households Spending 30% or More of Monthly Income on Housing (by Income Level)

Households Spending 50% or More of Monthly Income on Housing (by Income Level)



Population Change and Affordable Housing Demand

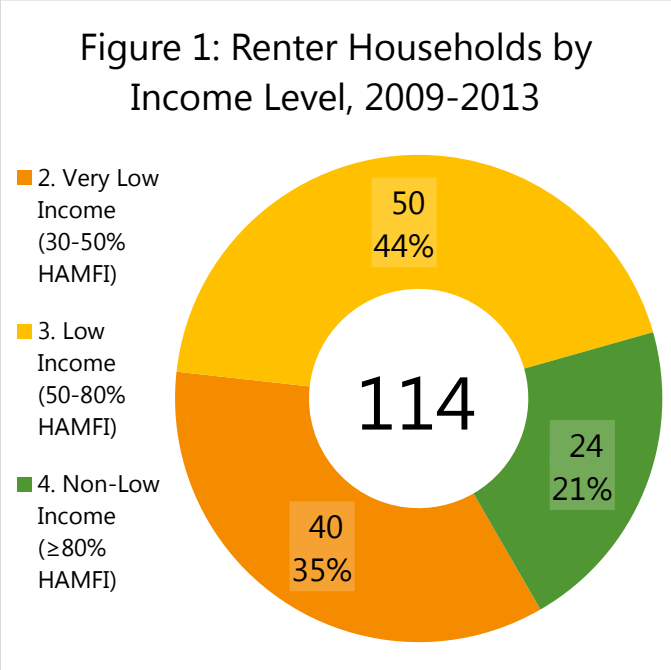
The population of Perry is expected to increase from 4,512 in 2010 to 5,863 by 2020 and 7,069 by 2030. These additional residents amount to an additional 410.6 households by 2020 an d an additional 777.2 households by 2030, based on the city's current average household size (3.29).

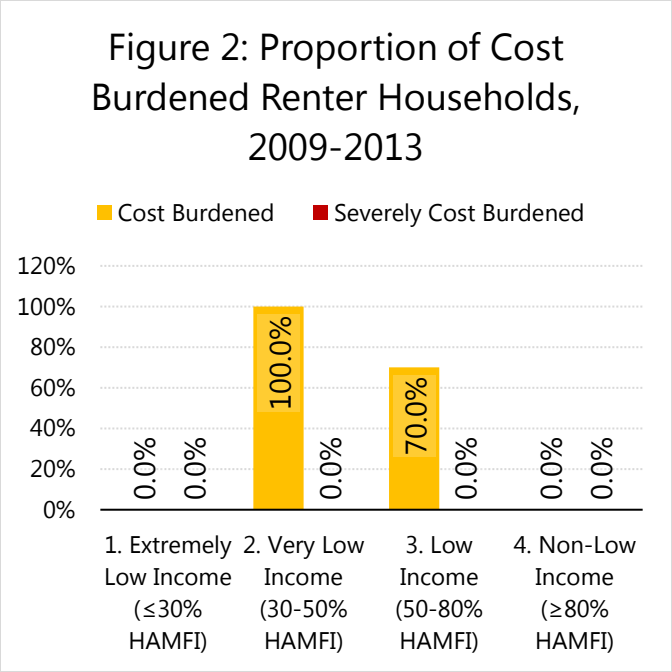


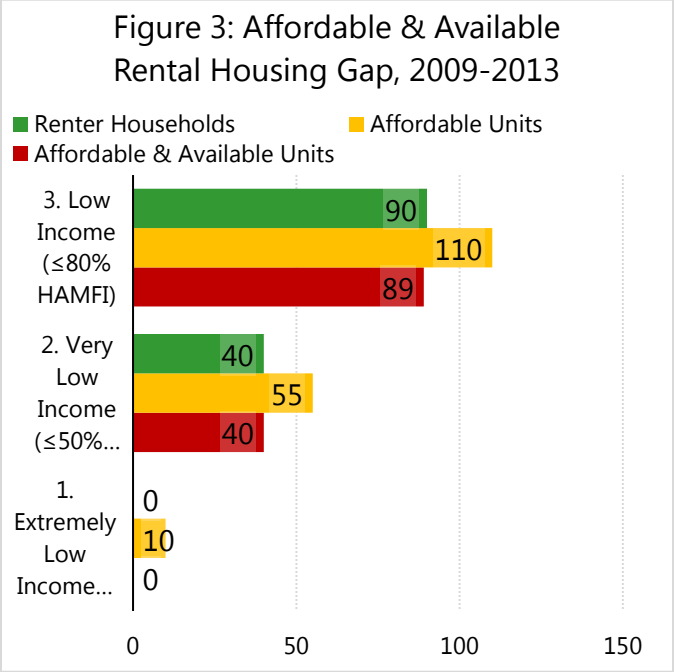
Based on population change, observed income levels, and existing vacancies, it is projected that Perry will need an additional 357 housing units by 2020. Of those 357 units, 12 will need to be affordable to extremely low-income (≤30% AMI) households, 14 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 23 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.

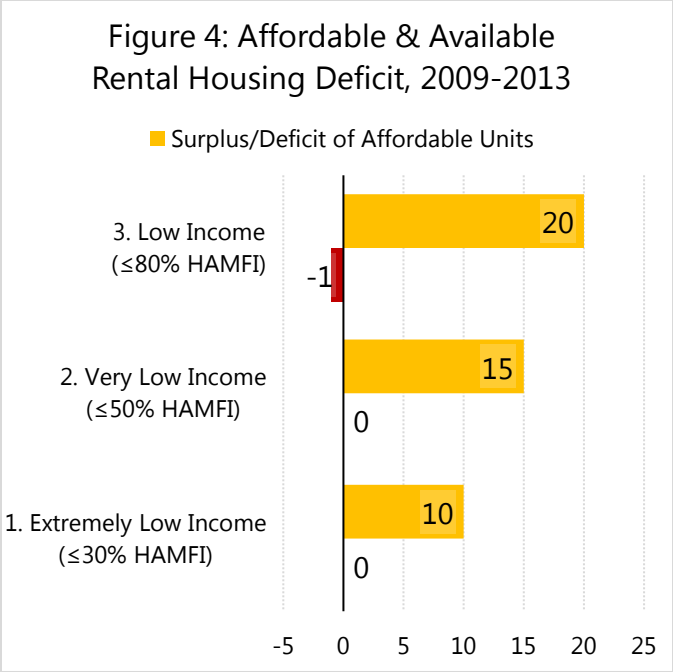
By 2030, Perry will need an additional 709.2 housing units. Of those 709.2 units, 24 will need to be affordable to extremely low-income (≤30% AMI) households, 28 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 49 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.

Perry City Affordable & Available Rental Housing Deficit, 2009-2013









As demonstrated, the City's housing deficit, particularly in rental units, is very low. Existing housing units and anticipated development within Perry City and neighboring communities should overcome this deficit.

Special Needs Groups

Data from the 2012 American Community Survey indicates that 8.3 percent of all Americans under the age of 65 and 36.8 percent of all Americans 65 and older have some form of disability. Assuming that the percentage of Perry residents with disabilities is comparable to national figures, approximately 333 Perry residents under the age of 65 and 186 Perry residents 65 and older suffer from a disability. Individuals with disabilities may require special housing accommodations.

About 11.2 percent of Perry's population was 65 and older as of the 2010 U.S. Census. The share of the city's population that is 65 and older is expected to decrease to 9.3 percent by the year 2020 and 9.6 percent by the year 2030. Some elderly individuals may not be able to remain in their homes or may choose to relocate to a unit that better suits their preferences and needs. The legislative body of Perry may wish to evaluate the housing options available to seniors wishing to remain in or move to the community.

According to the 2013 annualized point-in-time count, roughly 0.55 percent of Utah's population is homeless. Although regional differences may impact the rate of homelessness, this percentage can be used to estimate the number of homeless individuals in Perry, which is approximately 25. Given this estimate, Perry should consider developing or promoting programs designed to help these individuals become stably housed.

Conclusions

The current median household income for the county is $55,038.00, per annum, making the current moderate household income $44,030.00 (80% of county median income). The City has 1,235 owner-occupied dwelling units, and 138 rental units. This Report concludes that 33% the owner-occupied dwelling units qualify as housing within the range of a moderate income household. The City finds that its current efforts and policies are preserving the moderate income housing stock. Regarding new housing within the last two years, 30 owner-occupied units have been constructed and 0% of these units are within the range of a moderate-income household. The demand for new affordable units is easily achievable, with a total of 53 units affordable to moderate income households being needed before 2020. The City’s zoning and development practices allow the market to address this need adequately.

References

This assessment was produced using data from the 2010 Census, the 2014 American Community Survey, the U.S. Department of Housing and Urban Development, and the Cache County Recorder's Office.

Please contact Brian Carver at Bear River Association of Governments in Logan, Utah for more information. (435) 713-1420 or brianc@brag.utah.gov

Utah Code 10-9a-403:
10-9a-403(2)(a) At a minimum, the proposed general plan, with the accompanying maps, charts, and descriptive and explanatory matter, shall include the planning commission's recommendations for the following plan elements:

(iii) for cities, an estimate of the need for the development of additional moderate income housing within the city, and a plan to provide a realistic opportunity to meet estimated needs for additional moderate income housing if long-term projections for land use and development occur.

(b) In drafting the moderate income housing element, the planning commission:

(i) shall consider the Legislature's determination that cities shall facilitate a reasonable opportunity for a variety of housing, including moderate income housing:

(A) to meet the needs of people desiring to live there; and

(B) to allow persons with moderate incomes to benefit from and fully participate in all aspects of neighborhood and community life; and

(ii) may include an analysis of why the recommended means, techniques, or combination of means and techniques provide a realistic opportunity for the development of moderate income housing within the planning horizon, which means or techniques may include a recommendation to:

(A) rezone for densities necessary to assure the production of moderate income housing;

(B) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of moderate income housing;

(C) encourage the rehabilitation of existing uninhabitable housing stock into moderate income housing;

(D) consider general fund subsidies to waive construction related fees that are otherwise generally imposed by the city;

(E) consider utilization of state or federal funds or tax incentives to promote the construction of moderate income housing;

(F) consider utilization of programs offered by the Utah Housing Corporation within that agency's funding capacity; and

(G) consider utilization of affordable housing programs administered by the Department of Workforce Services.

10-9a-408. Biennial review of moderate income housing element of general plan.

(1) The legislative body of each city shall biennially:

(a) review the moderate income housing plan element of its general plan and its implementation; and

(b) prepare a report setting forth the findings of the review.

(2) Each report under Subsection (1) shall include a description of:

(a) efforts made by the city to reduce, mitigate, or eliminate local regulatory barriers to moderate income housing;

(b) actions taken by the city to encourage preservation of existing moderate income housing and development of new moderate income housing;

(c) progress made within the city to provide moderate income housing, as measured by permits issued for new units of moderate income housing; and

(d) efforts made by the city to coordinate moderate income housing plans and actions with neighboring municipalities.

(3) The legislative body of each city shall send a copy of the report under Subsection (1) to the Department of Workforce Services and the association of governments in which the city is located.

(4) In a civil action seeking enforcement or claiming a violation of this section or of Subsection 10-9a-404(5)(c), a plaintiff may not recover damages but may be awarded only injunctive or other equitable relief.

APPENDIX E: OUTREACH DATA RAW

No multi-family housing
Would like to chairman the re-numbering system in Perry. Very confusing! - Jim Madsen

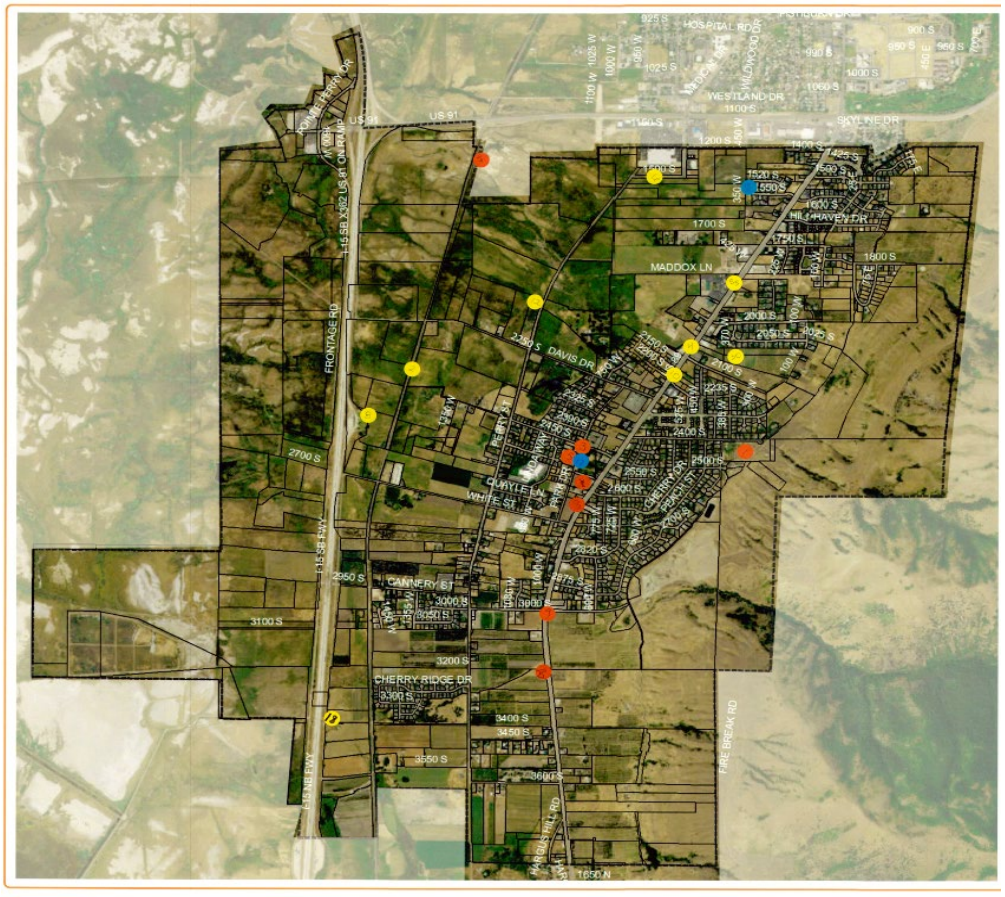
Comments from Robert

Multi-family development should be between Walmart and Maddox

- Multi-family development should be along Highway 89, not by Walmart
- Keep Highway 89 Commercial
- Strictly manage access along Highway 89
- Extend commercial or industrial zoning to Boyd Montgomery's property
- Plan for a careful transition between the existing single family homes and the mixed use area shown behind Maddox/Walmart
- Have as little high density/multi-family development as possible
- Multi-family development should be scattered throughout the community (two people made this comment)
- Strictly manage access along Highway 89 and 1200 W
- Mixed Use should be along Highwya 89
- Keep as much Agriculture zoning in the NW area as possible
- We need more and better parks (two comments)

Goals Sticker Results	Stickers:
1. Enhance Perry's agricultural, small-town community feel while enhancing regional access	17
2. Develop a stronger community identity through civic amenties, public projects, and parks	12
3. Ensure a safe, connected, and well-maintained transportation network	13
4. Identify and pursue economic development opportunities	9
5. Encourage thoughtful growth patterns and developments	15
6. Maintain water sources and protect environmentally sensitive areas	6

Number	Comment
1	This area is not well maintained, full of weeds, with previous drug problems. It needs to be better maintained.
2	Need a walking path on 1200 W. Too many people walk on it now and sometimes we feel unsafe because of the traffic.
3	Park Drive needs to finished
4	Please re-do NC zone. Allow multi-family on highway. Put commercial development at walmart & Pointe Perry.
5	Brendon Hanson would like to buy this property to build a house adjacent to his business
6	Center line to separate traffic
6	A center line here would help people maintain situational awareness
7	Front Runner station with Park & Ride (secure)
8	Freeway exit northbound for the easier fun range access maybe have it loop south, but still get back on the freeway and use 1100 S. to head southbound
9	Poor visibility at this intersection needs to be addressed.
10	The highway is very unsafe for bikes and pedestrians
12	Water management & 1200 safety "school bus"
17	The parade goes down this road, 900 W. It should be finished and reflect Perry's beauty.
18	Cemetary
30	Need another park to service the popluation and kids on east side of highway. The parks are mainly on west and population is on east. Spot 30 is one of the only open spaces left!
45	(C zone) Please let people develop their own ground. More apartments multi housing more people.
55	There needs to be a safe crossing for pedestrians near Maddox that connects into neighborhood streets
62	Look at creating a "buffer" between mulit-family/commercial and single family residential
100	City building
	Perry needs to look at its animal ordinence. There is an issue with ferrel cats.
	The highway is getting busy and difficult to turn on and off
	More lighting on our current Perry City sign.
	Would like to see a new "town hall" located south of the Perry Park. - J Madsen
	Townhomes along north 89, reroute bus through center
	North west and south east residents need park ~ every resident has a .5 mile walk to a park?
	Road maintenence can be improved. Intersections are visible and safe. Good sightlines should be maintained.
	Perry City is a great city with heritage. Change and growth must happen but carefully thought out benifits everyone.
	More parks and recreathional opportunities



How do you feel about Highway 89? What would you like to see change or stay the same? (For example, a change in speed, landscaping, or roadway design?)	If all options were feasible, would you prefer to see an underpass, overpass, or an at-grade crossing near 2700 South along 89?	Other loations for a crossing?	How often do you bike or walk?	What would encourage you to bike and walk more?	How frequently do you use transit? Would you or family members like to use it more?
I like it. A traffic light ~2700 Southg would be useful to break up traffic and allow for safer pedestrian crossing	at grade crossing	by stake center	few times a week	safer/more road crossings	not very often
I like the speed it is currently. Prettier landscaping, take care of weeds	an underpass but with a significant amount of lighting at dusk.		about once a week	better bike lanes	never/no
So busy. Need to finish 1200 west to alleviate traffic	overpass ped crossing	Maverik/Perry state center area, Davis drive	About once a week in the summer, every now and then in the winter	better bike lanes, more sidewalks	almost never/no
Fruit trees along street	intersection at 2700 south underpass at park	at park	every now and then	better bike lanes, safer/more road crossings, improved east/west connections, more sidewalks	when it is convenient. yes
Speed reduction needed! 40 or 45 consistent - barriers and stop lights on 89 will only frustrate drivers and increase accident. More shrubs, flowers, trees to beautify - streetlamps along city center	underpass is expensive, easier for bikers, walkers, and flow, and more usable	between perry park and heritage theatre, eventually another between Maddox and Paul's Patch	few times a week	better bike lanes, safer/more road crossings, improved east/west connections	never
lower speed and crossing for pedestrians, light by Maverik	overpass		every now and then	better bike lanes, safer/more road crossing	not often but may need more as I age
reduce speed, wider center turning lanes especially at 89 & 3000 s/Osmond Lane	underpass with lights and cameras		never		
stay the same with improved landscaping	overpass			better bike lanes, safer/more road crossings, improved east/west connections	
It needs more sidewalks for pedestrians. I love the flowering pear trees every spring, it would be great to see them the entire length of Perry	overpass		few times a week	improved east/west connections, more sidewalks	once or twice a year. If it was closer to my work.
change, can't cross safely, can't get off side streets to turn safely	overpass		every now and then	better bike lanes, safer/more road crossings, improved east/west connections	no, not often
Please safe place for bikes!! landscaping along sides would be fine, for sure shoulders widened and cleaned for bikes, the gravel and small shoyulders is terribly dangerous, or connect bike path to Willard and through Perry	at grade crossing	by Maverik and Perry State drive	every day - I walk, husband bikes 2-3 times a week	Better bike lanes.	Don't
Keep it open for safety	no overpass	by Maverik.	all the time	better bike lanes, I currently bike/walk as much as I want/will	not at all

less access points directly on the highway			every now and then	better bike lanes	we don't
lamp posts with possible attachments for signs i.e. Harrison blvd in front of Weber State	crossing using a stop light?		every now and then	less puncture weeds (biking), I currently bike/walk as much as I want/will	not at all
street lights (illumination) a new intersection with stop light	stop light (blind corner is a major safety issue)		few times a week	better bike lanes	better ped/bike options on Perry street
suggest remove the 45 mph north on 89	overpass		few times a week	more sidewalks	don't. would/will when Front Runner comes to BC
reduce speed to 45 mph (like Willard)	overpass	by Maddox	everyday	better walk lanes on 1200 west	Don't use it currently. Would like to use it in the future
forget about highway 89 being the commercial area. Revise NC zones, too restrictive			few times a week	better bike lanes, more sidewalks	not often
I would prefer slower speed (45) but a roadway design change could alleviate problems too (stoplights)	underpass or over, stoplight at 3000 s (unsafe crossing)	2250 s	every now and then	better bike lanes, safer/more road crossings, improved east/west connections, more sidewalks	doesn't seem feasible
	at grade crossing		every now and then	more sidewalks	Front Runner

Perry. Supports growth and need throughout
bikes
time
Street lights on Perry Street

Bike Lane Exercise	Stickers:
1. Existing Conditions	3
2. Bike Shared Lane (sharrows)	6
3. Bike Lanes	0
4. 2-Way Bike Path	12

How do you feel about Highway 89? What would you like to see change or stay the same? (For example, a change in speed, landscaping, or roadway design?)

Speed Reduction	landscaping/beautification	Safer for bikes/peds	Same speed	Other
6	6	4	2	5

If all options were feasible, would you prefer to see an underpass, overpass, or an at-grade crossing near 2700 South along 89?

Overpass	Underpass	At grade	Other (traffic signal)
7	5	4	3

Other loations for a crossing?

By stake center	By Maverik	By the park	By Maddox	2250 S
1	3	2	2	1

How often do you bike or walk?

A few times a week	About once a week	Every now and then	Never	Every day (no one said a few times a month)
6	2	7	1	3

What would encourage you to bike and walk more?

Better bike lanes	Safer/more road crossings	Improved east/west connections	More sidewalks	I currently bike/walk as much as I want/will
14	7	7	7	2

Other: Less puncture weeds

How frequently do you use transit? Would you or family members like to use it more?

We don't	Not often	Yes	No	Would use it in the future
8	7	5	3	2

Based upon the various job opportunities and population in the area, what mix of housing types is needed in Perry? Select all that apply.	Do you feel a cemetery is needed in Perry, and if so, where might the best place for it be?	What are your thoughts about the area behind Maddox as the future "heart of town"?	Would you like to see commercial development in Perry? If so, what kind?	Which do you feel is more needed?
apartments, townhomes, 1/4 acre single fmaily homes		not really	Yes, but the larger stores and restaurants have regulations that require a much larger population base. So we need to be realistic	We would like to see the zoning changed to a multi-housing SE of Walmart with a density of 15 units per acre. Otherwise it will sit vaccant for many more years, we are afraid.
1/4 acre single family homes, rural single family homes	?	keep it agricultural \, Perry will loose it's identity if all homes, also the fruit trees across the way by Nielsens should stay agricultural/farming	small shops, restaurants, entertainment	both. The parks here are nothing special but there are so few. How about a future park behind Nielsens, none in that area (if the orchards are going to go, orchards are fine if not)
townhomes, 1/4 acre single family homes	yes. along highway 89	good area	yes, small shops, large retailers, offices	new parks
1/4 acre single family homes, rural single family homes	yes, east of 89	that would be good	small shops, restaurants	both.
1/4 acre single family homes		No	yes, small shops, large retailers	improve existing parks
Rural single family homes	No		Restaurants	improve existing parks
townhomes, 1/4 acre single family homes	No	Not sure, Walmart and Pointe Pery area is better	yes, large retailers, restaurants, offices, entertainment - not along 89	improve existing parks
high end apartments, townhomes	yes, many people are interested in creating more of a community identity and long term desire to stay	develop Perry Park first. Then 10 or 20 years down the road..	Small shops, large retailers, restaurants - Pointe Perry by Walmart	improve existing parks - expand Perry Park
Rural single family homes	no	love it	small shops, restaurants	improve existing parks
high end , strategically placed apartments	not necessary - extremely expensive to maintain	possibly better served closer to Perry Park	yes, restaurants	improve existing parks
apartments, townhomes, 1/4 acre single fmaily homes	yes, east side to make more attractive	I like it, but road design has to support it	small shops, large retailers, restaurants	both - city center opportunity to make Perry more attractive
apartments, 1/4 acre single family homes	yes 3550 s and s 1700 w or 3400 s and s 1700 w	roads need improvement	large retailers, restaurants - home depot/lowes, fire grilled meat, sportsmans warehouse, bass pro (before the go to BC)	improve existing parks - more walking areas - trail like "MKT" trail in Columbia Missouri
townhomes	yes east side	interesting, maybe	yes, small shops, large retailers, restaurants, entertainment	improve existing parks
apartments, townhomes, 1/4 acre single fmaily homes	yes, on a scenic hill	I have concerns but we could use mixed use	yes, all	both
apartments, townhomes, 1/4 acre single fmaily homes		more commercial development needed on 89 - leave Maddox rural	restaurants	new parks
affordable apartments, 1/4 acre single family homes, rural single family homes	yes near 100 w	sure, go for it. Might need to consult neighbors first	yes, family fun center - bowling alley, mini golf, lazer tag,arcade	both, new small park in the NE please and improve existing parks
apartments, townhomes, 1/4 acre single fmaily homes	yes near 100 w	by the park	large retailers, restaurants, offices, entertainment	improve existing parks
apartments, townhomes	yes east of 89	like the thought	yes, small shops, restaurants	improve existing parks
	no	we need one.. that location would work	small shops, large retailers, restaurants	improve existing parks
apartments, rural single family homes	sure	makes sense	yes, all	improve existing parks
apartments, townhomes, 1/4 acre single family homes	ask for property donation interest. Decide based on three locations and vote from residents	could work if carefully master planned	yes, small shops, restaurants, offices, the NC zone along highway should allow multi family to fill the need for the changing generations.	improve existing parks
townhomes, 1/4 acre single family homes, rural single family homes - be careful with a lot of high density housing especially with infrastructure/parking	not necessarily, but if we have one the east side of highway would be preferred based on water table, etc.	would be ok so long as it doesn't compromise rural/community feel to the south	yes, small shops, restaurants, entertainment	improve existing parks

Brandon Hansen interested in narrow neck of land wants to expand his property and build a home

Janice Nelson - concers with 89 safety and would like more trails on 1200 west and 900 west widening taking her yard

1200 walking path by electric substation park - Alpine donated trees, 1200 stripe

Based upon the various job opportunities and population in the area, what mix of housing types is needed in Perry? Select all that apply.

Apartments	Townhomes	1/4 acre single family homes	Rural single family homes
12	11	14	7

Do you feel a cemetery is needed in Perry, and if so, where might the best place for it be?

Yes	No
12	6

What are your thoughts about the area behind Maddox as the future "heart of town"?

Like it	Don't like it	It should be somewhere else
12	3	3

Would you like to see commercial development in Perry? If so, what kind?

Small shops	Large retailers	Restaurants	Offices	Entertainment	Other
14	10	18	6	8	Fun Center

Which do you feel is more needed?

New parks	Improve existing parks	Both
2	14	5

Transportation

How do you feel about Highway 89? What would you like to see change or stay the same? (For example, a change in speed, landscaping, or roadway design?)					
Speed Reduction	landscaping/beautification	Safer for bikes/peds	Same speed	Other	
6	6	4	2	5	
If all options were feasible, would you prefer to see an underpass, overpass, or an					
Overpass	Underpass	At grade	Other (traffic signal)		
7	5	4	3		
Other loations for a crossing?					
By stake center	By Maverik	By the park	By Maddox	2250 S	
1	3	2	2	1	
How often do you bike or walk?					
A few times a week	About once a week	Every now and then	Never	Every day (no one said a few times a month)	
6	2	7	1	3	
What would encourage you to bike and walk more?					
Better bike lanes	Safer/more road crossings	Improved east/west connections	More sidewalks	I currently bike/walk as much as I want/will	
14	7	7	7	2	
Other: Less puncture weeds					
How frequently do you use transit? Would you or family members like to use it					
We don't	Not often	Yes	No	Would use it in the future	
8	7	5	3	2	

Goals Sticker Results

1. Enhance Perry's agricultural, small-town community feel while enhancing regional access
2. Develop a stronger community identity through civic amenties, public projects, and parks
3. Ensure a safe, connected, and well-maintained transportation network
4. Identify and pursue economic development opportunities
5. Encourage thoughtful growth patterns and developments
6. Maintain water sources and protect environmentally sensitive areas

Bike Lane Exercise	Stickers:
1. Existing Conditions	3
2. Bike Shared Lane (sharrows)	6
3. Bike Lanes	0
4. 2-Way Bike Path	12

Land Use

Based upon the various job opportunities and population in the area, what mix of housing types is needed in Perry? Select all that apply.

Apartments	Townhomes	1/4 acre single family homes	Rural single family homes
12	11	14	7

Do you feel a cemetery is needed in Perry, and if so, where might the best place for it be?

Yes	No
12	6

What are your thoughts about the area behind Maddox as the future "heart of town"?

Like it	Don't like it	It should be somewhere else
12	3	3

Would you like to see commercial development in Perry? If so, what kind?

Small shops	Large retailers	Restaurants	Offices	Entertainment	Other
14	10	18	6	8	Fun Center

Which do you feel is more needed?

New parks	Improve existing parks	Both
2	14	5

Stickers:
17
12
13
9
15
6

Responde	Collector I	Start Date	End Date	IP Addres	Email Add	First Nam	Last Name	Custom D	What is your favorite thing about Perry?
									Open-Ended Response
1.01E+10	2.11E+08	########	########	172.56.40.107					Small town feel, with just the right balance of urban and rural opportunities in or nearby.
1.01E+10	2.11E+08	########	########	166.70.77.203					Being in a small community that is commuter range to larger cities
1.01E+10	2.11E+08	########	########	24.2.110.114					Small town, little traffic, but not isolated.
1.01E+10	2.11E+08	########	########	67.186.232.106					small town
1.01E+10	2.11E+08	########	########	159.142.71.3					It still has a small town feel.
1.01E+10	2.11E+08	########	########	199.192.96.173					The friendly people who care about each other.
1.01E+10	2.11E+08	########	########	166.70.73.220					Small town 4th of July celebration
1.01E+10	2.11E+08	########	########	69.169.156.96					Small town feel.
1.01E+10	2.11E+08	########	########	162.246.123.190					The friendly rural atmosphere.
1.01E+10	2.11E+08	########	########	8.22.14.212					Small town atmosphere with low population density.
1.01E+10	2.11E+08	########	########	204.228.136.107					It's location near many outdoor recreation areas.
1.01E+10	2.11E+08	########	########	162.246.101.194					Orchards
1E+10	2.11E+08	########	########	76.8.202.142					We love the small town feel and the wonderful people that live here.
1E+10	2.11E+08	########	########	8.22.12.206					People
1E+10	2.11E+08	########	########	67.177.3.127					Good people, fruit harvest and parks
1E+10	2.11E+08	########	########	67.186.232.109					Friendly neighbors
1E+10	2.11E+08	########	########	68.69.166.119					The small town feel
1E+10	2.11E+08	########	########	73.3.110.49					The rural feel of peace and quiet and being able to see the beautiful sunsets.
1E+10	2.11E+08	########	########	174.208.23.63					Small town community.
1E+10	2.11E+08	########	########	75.169.208.226					We no longer have the absolute worst mayor in Perry City history.
1E+10	2.11E+08	########	########	73.3.109.45					The small town feel
1E+10	2.11E+08	########	########	24.2.110.139					Small town feel.
1E+10	2.11E+08	########	########	63.248.55.244					It's still feels like a small town. Would like to see it stay that way in the future. No more subdivions!
1E+10	2.11E+08	########	########	68.69.166.119					Community
1E+10	2.11E+08	########	########	67.186.232.119					
1E+10	2.11E+08	########	########	174.208.18.116					The people!!

1E+10	2.11E+08	########	########	199.192.96.173	The people care about one another
1E+10	2.11E+08	########	########	168.177.201.92	It's not Garland.
1E+10	2.11E+08	########	########	137.190.140.209	It's peaceful; people aren't noisy or trying to impose on others' space
1E+10	2.11E+08	########	########	199.192.96.173	Since I live on a farm, I like the country feel. I like having parks To go to within walking distance. I like having gas stations and stores close by. I like having two ways to get to Brigham so I can avoid the busy highway.
1E+10	2.11E+08	########	########	162.246.121.254	Friendly, kind people
1E+10	2.11E+08	########	########	67.2.45.121	Itâ€™s a small town. Founded on fruit farms and rural living.
1E+10	2.11E+08	########	########	73.228.94.193	Small Community, parks, and the view
1E+10	2.11E+08	########	########	166.70.67.8	The country feel
1E+10	2.11E+08	########	########	68.69.163.252	Rural neighborhood, can have animals in my zone. Allowed to have ATVs on the road. Easy access to the mountains.
1E+10	2.11E+08	########	########	63.231.203.194	Quiet good place to raise families
1E+10	2.11E+08	########	########	168.180.213.123	Its proximity to urbana while maintaining a rural feel with farms and orchards.
1E+10	2.11E+08	########	########	173.14.236.185	Great place to raise a family!! I love the 4th of July community celebration.
1E+10	2.11E+08	########	########	174.208.7.156	Safety. Low crime
1E+10	2.11E+08	########	########	73.20.122.52	
1E+10	2.11E+08	########	########	66.160.163.253	The people
1E+10	2.11E+08	########	########	67.163.90.76	Small rural feel
1E+10	2.11E+08	########	########	68.69.167.249	The fruit highway, drive ins, small town/farm feel
1E+10	2.11E+08	########	########	67.2.167.33	Small town
1E+10	2.11E+08	########	########	166.70.186.137	I love the nice neighborhoods.
1E+10	2.11E+08	########	########	24.11.45.106	The small town feel
1E+10	2.11E+08	########	########	63.248.55.167	Friendly neighbors
1E+10	2.11E+08	########	########	207.135.146.56	rural feel, the people
1E+10	2.11E+08	########	########	174.208.17.193	Community feel
1E+10	2.11E+08	########	########	205.121.177.140	The beautiful farms and orchards

What would you change about Perry?

Open-Ended Response

Better and safer connectivity between East and West.

Create a distinct downtown area. There is no proper center.

Not sure.
slower speed limits, and lights to allow children to cross street safely for school bus...

Lower speed limit and ways for kids to cross Highway 89.

The unnecessary and overly restrictive ordinances.
Better access between the east and west side. Traffic light or walkway, with reduced speed limit
Please take better care of the parks. We don't need more parks--just better weed control of the ones we have.

Speeding on residential streets.
Better control of traffic on Hwy 89

Perry roads need to be engineered and rebuilt; e.g. 2250 South is nearly 10 inches higher than it was in 1960, the intersection of 2250 S and Park Dr has an odd grade etc.
Deathtrap on Hwy 89, lack of backstreet north/south access.
There needs to be a stoplight on the highway (possibly at 3000 S.) to help with traffic. A lower speed limit there would be great!

Make the highway more friendly/nicer. More like Brigham City or other stretches of highway 89 with nice features and trees.
Find ways to connect community across the highway, better ways to travel through Perry without accessing highway. Utilize history of fruit harvest for community gatherings. Classy businesses replacing old, decrepit, and unused ones.

We need a through street on the east side of Hwy.89.

I would put a park on the east side

Having a safe walkway to and from Walmart.
Better roads, better parks. Wide highway shoulders for bikers. Better trails for hiking, recreation
It was nice when the Perry City Attorney/ City Administrator was at the Perry City offices full time and was ready and willing to help our Residents. He solved lots of problems. He also made less money than our current city attorney and city administrator.
Better roads that connect neighborhoods together and better access to drive across highway 89. We need some stoplights or lower the speed limit. Better lighting on the roads.
PLEASE consider adding walking/biking paths to keep children, bikers and walkers off the streets.

We can update without bringing more houses, still keeping our small town

Parks Pave 25 E. between ~1650 S & ~1750 S

Itâ€™s a growing community, the city need to keep up with the needs of the growth. Like at least one stop light to bring a pause in traffic so you can turn onto the highways! A city cemetery. As well as the city council and leadership would be wise to look at other growing communities in Utah and see how they have done things instead of going on a whim and making decisions based on their limited knowledge and trying to reinvent the wheel instead of learning from others.

Fewer government regulations about how people live their lives.

Slow the growth. I think we're building too much.
The roads are really bad in west Perry, and WHYYYYY don't we have a paved walking/jogging path along 1200 W? I'm constantly nervous someone on bike is going to get hit, and I myself hate running along that road if I can avoid it. But our city has a ton of runners who would really appreciate an asphalt path along that road. We run in large loops (or squares, I guess) around the main bulk of houses, but that's the one stretch that is most dangerous and least accessible on foot. Also: do a little extra to prevent/kill mosquitoes. We have people who are really bad at following watering guidelines, plus tons of undeveloped land that gathers standing water. It is a nightmare.

Too strict of ordinances. For instance the sleeping in camp trailers. If you have family come from out of town for 2 weeks to do free work on the family farm, they can only sleep in the trailer for 5 of those days. Are we expecting them to put out money for sleeping accommodations when they already forked out the money to get here? Plus it frustrated me soooo much when a friend who was terminally ill wanted to be near her daughter, on her own property, was made to go back to Canada, away from family, to die. Just because there is a rule about trailers. Can't we be reasonable! Then there are those in the past, Boyd White, who lived in his camp traylor while he built his house. The house that Brandon Hansen now lives in. Sorry one of my soft spots. Perry should be known for their friendly people, and the city working with their citizens not punishing them.

More businesses

Slow down development. Make lot-size restrictions of a minimum of .5 acres
There are lots of pot holes on Park Drive
Parks and city owned properties need to be better maintained. Also our city police need to be better trained and better paid.
Keep it rural by not zoning out the RE1/2 lots that allow for animal rights.
Fix the zoning on 89, as most of the commercial interest is on pointe Perry.
Allow for high density housing (condos) on 89 as thereâ€™s easier access to mass transit there.
Continue to increase parks, trails, and facilities as we grow

Reduce the growth, gain library access, and increase the communication about dates and locations of special services (green waste, etc).

Better roads and bike/walking paths
Perry PD needs to have an officer dedicated solely to stopping and making sure semis are safe.

Dogs not running loose, traffic on 1200 West, walking paths
Sidewalks to make kids safer when walking to school
More of a rural feel
Just want to see the farm and orchards stay and not continue to disappear for residential or commercial reasons.
Better public works department
Highway 89 issues, that's a BIG one for me, but that's in another question.
Bringing more places to eat/shop/visit is something I'd like too, as long as it is done thoughtfully & responsibly, and it sounds like that is being worked on too. Other than that, there are just secondary things I can think of, like holy cow can we rid the city of mosquitos?? Haha.
The city not properly maintaining their property. For example, the lot to the north of Perry park is constantly in bad shape
I'd like a library that is free for Perry (maybe Willard could play, too) residents, like Weber County and BC residents have.

more medical care options, Sam's Club/Costco closer

Did three bad roads behind Walmart that stretches to koa. Make a walking lane
its just growing!

How strongly do you agree with the following statements regarding land use?

Perry Point should have a commercial focus.	Parks should serve as a center for meeting and community activity.
Agree	Strongly Agree
Strongly Agree	Agree
Strongly Agree	Strongly Agree
Agree	Agree
Strongly Agree	Strongly Agree
Strongly Agree	Strongly Agree
Strongly Agree	Agree
Strongly Agree	Strongly Agree
Agree	Agree
Agree	Neutral
Agree	Agree
Agree	Agree
Neutral	Agree
Strongly Agree	Agree
Strongly Agree	Agree
	Agree
Agree	Agree
Strongly Agree	Strongly Agree
Disagree	Agree
Agree	Agree
Neutral	Agree
Neutral	Neutral
Disagree	Agree
Strongly Agree	Agree
Strongly Agree	Neutral
Agree	Agree

Disagree

Strongly Disagree

Agree

Agree

Strongly Agree

Disagree

Agree

Strongly Agree

Strongly Agree

Agree
Strongly Disagree

Strongly Agree

Strongly Agree
Strongly Disagree

Strongly Agree

Agree
Agree

Strongly Agree
Strongly Agree

Strongly Agree

Agree

Agree

Strongly Agree

Strongly Agree

Neutral

Disagree
Strongly Agree
Disagree

Agree
Strongly Agree
Strongly Agree

Neutral
Agree

Agree
Agree

Strongly Agree

Neutral

Disagree

Agree

Strongly Agree

Strongly Disagree

Agree

Neutral

Strongly Disagree
Strongly Agree

Neutral
Agree

While preserving the "fruit highway", more residential uses should be allowed along 89.	The area between Walmart and Maddox should serve as a walkable commercial and mid-density residential node with outdoor dining and small shops.	Perry should provide more diversity of housing types to include town homes, condos, etc..
Strongly Agree	Strongly Agree	Strongly Agree
Disagree	Strongly Agree	Strongly Agree
Neutral	Disagree	Neutral
Neutral	Disagree	Strongly Disagree
Neutral	Disagree	Disagree
Agree	Neutral	Agree
Disagree	Strongly Disagree	Disagree
Agree	Agree	Neutral
Disagree	Neutral	Disagree
Disagree	Agree	Strongly Disagree
Neutral	Disagree	Strongly Agree
Disagree	Agree	Agree
Disagree	Neutral	Agree
Disagree	Strongly Disagree	Strongly Agree
Neutral	Strongly Agree	Agree
Disagree	Neutral	Disagree
Neutral	Strongly Disagree	Strongly Disagree
Agree	Strongly Agree	Neutral
Agree	Agree	Disagree
Agree	Neutral	Neutral
Neutral	Agree	Strongly Disagree
Disagree	Agree	Neutral
Disagree	Agree	Strongly Disagree
Agree	Disagree	Strongly Disagree
Disagree	Neutral	Strongly Disagree
Neutral	Agree	Disagree

Agree	Agree	Agree
Strongly Disagree	Strongly Disagree	Strongly Disagree
Neutral	Agree	Strongly Agree
Agree	Neutral	Strongly Agree
Agree	Agree	Disagree
Agree	Agree	Disagree
Neutral	Strongly Disagree	Strongly Disagree
Strongly Disagree	Agree	Agree
Strongly Agree	Strongly Agree	Strongly Agree
Agree	Agree	Neutral
Strongly Disagree	Strongly Disagree	Strongly Disagree
Disagree	Agree	Disagree
Disagree	Strongly Agree	Strongly Agree
Agree	Strongly Disagree	Strongly Disagree
Strongly Agree	Strongly Agree	Neutral
Strongly Disagree	Strongly Disagree	Strongly Disagree
Strongly Disagree	Agree	Disagree
Neutral	Agree	Disagree
Agree	Agree	Disagree
Disagree	Disagree	Disagree
Neutral	Agree	Disagree
Neutral	Agree	Neutral
Strongly Disagree	Neutral	Strongly Disagree
Disagree	Agree	Disagree

7
21
8
6
8

Comments (optional)	**Do you feel a cemetery is needed in Perry, and if so, where might the best place for it be?** Open-Ended Response
Highway 89 needs more options to help get rid of some overgrown and unsightly areas.	Yes. Anywhere as long as we can protect the cemetery with abundant trees. Needs to be a peaceful place. South of City office? Probably, maybe south of 3000S.
	No Yes... ??? not sure where...
What else would the focus of Pointe Perry be? There should also be smaller parks to serve the needs of more residents. All of 89 should be mixed use but limit the access points on 89. That are could serve that purpose if land owners and market forces agree. Density and housing types should be mixed together in the same neighborhoods. Commercial and residential should be separated but commercial west of Walmart. Better accessibility from highway	Yes,anywhere along the Eastern Hills. A cemetery could be a good amenity the have in the city. If there is still land being offered for it, like by Promontory School, then that would be a good place for it, otherwise somewhere on the hill with good views. Uncertain On this one
	I don't have an opinion on that. I don't think a cemetery is needed but I'm sure if we had one, people would be dying to get in. No
The City needs to make a more concerted effort to protect agriculture. Some ways to protect ag land are ag conservation easements, higher density residential, and taller buildings. I also think we need more affordable housing options for young people getting started or seniors that are downsizing etc.	Yes, I think we need a cemetery. Where it is placed would depend on how big it should be. Where they're putting the new LDS Stake Center Neutral
Our major routes along the two highways are far from being built out. It's hard to envision vacant land behind Walmart and Maddox as an up and coming commercial area.	No opinion
	Yes, surrounded by orchardsðŸ˜Š
Not sure what Perry Point includes..	no
I feel that slower growth is good because it allows us to keep up on services. Letâ€™s not just focus on revenue	No, not needed. Why a cemetery? If you are going to maintain something forever, A park would be sooo much better.
	I havenâ€™t thought of that. Brighamâ€™s Cemetery is becoming crowded, so maybe it is a good idea. Of course that land should be large enough to last generations, somewhere on the west side not in the wetlands. Yes, in between highway 89 and 900 west, South of Perry Park
I believe it is Point Perry. At least at one time it was.	Yes I do. Bruce Howard's property or maybe Olson's property on 3600. Yes! Definitely! I think the best place is southeast of 3000 S by the substation. There is a lot of land there. The lds church is buying some of it. Put the cemetery in that area.
We do not need anymore apartments.	Not familiar enough with open areas that might be used as a cemetery. That would be nice, have no idea as to a location
What is mid-density? Don't want to see people cramed into Perry.	Don't need one.
	Of course!!!!

You should be more specific about what area Walmart to Maddox is.

There is a great need for places that can be rented. Many newly marrieds, young families that haven't obtained credit or are just starting to work their way up in the work force need places to live. The above question about land between Walmart and Maddox is too vague as to what property is involved. As far as Point Perry: commercial is good, however if someone has land there and desires to build a home or homes, they should be able to do it.

The area from Maddox and Walmart should be A nature park

These types of housing is ok for 89 only. Condos should be on 89!

Need more business's in 89 too.
Before a developer is approved for a subdivision next to farm land, they need to make sure there is a place for irrigation run off.

Definitely no condos or town homes

Yes. The landowner should have the biggest say.

No, think people should be cremated.

Probably, and somewhere on the east side.

A cemetery would be a nice addition to the city. No idea where.

Yes. On a hill.

No. Brigham City isnâ€™t far away and serves Perry just fine
Why donâ€™t you put a cemetery on the road between Maddox and Walmart.

I donâ€™t know

Yes, off of 89 to the east.
Yes

No
Yes definetely! West of the Promontory School on the west side of 1200 west where the White's have property.

Heck no! Perry needs to focus on other things far more important.

No

Me personally no

sure. East side, mountain side. Not sure
No

I think it would be nice, but I don't know where the best place would be. Can you do one where there was an orchard & keep a few fruit trees around the edges or something?

No

yes, might be better outside the dense rocky area created by the historic flood zone. I've researched. The issue is it isn't initially profitable and requires continual maintenance.

No
Possibly up by Harvest Hill

https://i.imgur.com/HBf4W4W.png What do you think about the area between Maddox and Walmart as the future "heart of town"?	Which do you feel is more needed?	WhichÂ spending areas would yo
Open-Ended Response	Response	Parks and Civic Space
Sounds just fine, but futuristic.	Improve existing parks	5
That makes sense, although some sort of attraction is then needed to get people off Hwy89 and I-15	Improve existing parks	4
I don't care for little shops much.	Improve existing parks	1
I would love it if there were trails and green space between maddox and walmart... :)	New parks	2
No and Yes, I live in this area so I would prefer more houses and residential but I also think I would like to have some businesses and a "small town" feel.	New parks	2
It could be good when we get to that point in development.	Improve existing parks	1
I really feel like commercial should be more west. West of 1200 west	Improve existing parks	2
It's a nice idea.	Improve existing parks	4
I think the area behind Maddox is already a good representation of our town.	Improve existing parks	3
Could be nice but it will be a long term goal.	New parks	4
Do NOT like that idea AT ALL!! We razed the school and now that property sits empty. Heritage Theater, Perry Park and the former school grounds is the heart of town. Our development focus should be here along the highway. I think the former schoold grounds would be a great place for a community center and a library.	Improve existing parks	4
Fine	Improve existing parks	4
An interesting idea.	Improve existing parks	4
Having the 'Heart' of Perry so far north doesn't make sense to me. Going up close to Walmart doesn't even feel like Perry. Developing the area near the park on Highway 89 makes more sense. Putting something between Walmart and Maddox feels forced.	New parks	2
I like it	Improve existing parks	3
Yes, it could work	Improve existing parks	4
Have you been to the brigham city farmers market? Very low participation. We are a suburb, not a main city. I do like the idea though of the area being the new heart of Perry, we need to see what has worked in similar population bases though.	New parks	1
This would be wonderful and would draw many people to the area.	Improve existing parks	5
Like the build out idea but I wouldn't call it the "heart of Perry"	Improve existing parks	4
I think the heart of the city should be in the center of town, by the park.	Improve existing parks	5
I think it would be nice as long as the roads are done right.	Improve existing parks	4
I like the idea. It's close to the highway to draw in the Logan commuters.	Improve existing parks	5
Keep it with a country theme and stay away from upscale and modern	Improve existing parks	4
Not needed.	New parks	3
	Improve existing parks	5
Love it!!!!	New parks	2

If the landowners agree and the swamp doesn't swallow it up, that's fine.	Improve existing parks	5
No thanks.	Improve existing parks	3
Would be nice if it worked out, but I don't see people using that "heart of town" if they don't already live in that half-mile radius. The highway divides us up quite a bit. If you added sky-walks to this plan, maybe you're getting somewhere. Plus a big beautiful park where activities are hosted.	Improve existing parks	4
Don't particularly care about things like that. I don't like crowds.	New parks	3
Love it!!! What a great idea!	New parks	2
Mixed feelings. While I think these mixed developments can provide a great tax-base, I really hate seeing such drastic changes in the overall feel of Perry. Itâ€™s a great rural option for folks. It doesnâ€™t need to be like Farmington or Riverdale.	New parks	2
Ewww. We moved here to get awAy from all that. It looks like daybreak.	Improve existing parks	1
Sounds good	Improve existing parks	4
Interesting, would not want high density housing in the heart of the town though	Improve existing parks	3
Like it	New parks	3
I think a business district should be away from the residential area, i.e. Perry Point.	Improve existing parks	3
I like this idea need to see more info	Improve existing parks	4
I like it.	Improve existing parks	5
1200 west is too crowded already.	Improve existing parks	2
	Improve existing parks	4
No ðŸ'Ž	New parks	3
Looks inviting! As long as it doesn't affect orchards	Improve existing parks	3
This is the first I've heard of this. I would need more info to give an answer	Improve existing parks	5
I think it sounds great as long as some real thought is put in about traffic & parking for both residents & those coming to visit. Also it should definitely include a nice park.	New parks	3
No leave it as farms	Improve existing parks	1
Seems like the most logical place. Everyone already knows where Maddox is.		1
I wouldn't mind it	Improve existing parks	5
Outdoor leisure seating, walkways, trees with eateries and small shops keep the small community feel.	New parks	5
No... leave the farm land. I think all the business should go out by Walmart	Improve existing parks	1

ɔu rather the City make additional investments in? Please prioritize the following.				How do you feel about Highway 89? What would you like to see change or stay the same?
Walk/bike Infrastructure	Safety Improvements	Road Improvements	Economic Development	Open-Ended Response
3	1	4	2	Speed limit reduction is cost free. Even if it only makes a 2% difference in safety, it is better than doing nothing. Prohibiting left turns is not the answer, unless Perry has a history of high accidents from left turns. Perry is becoming more and more like Brigham, where people need to get to church, or a park, or a peach stand, or a residence, or a business. It will only become more that way. So bike and walk trails connected with an easy access pass should be considered highly. One soon, and another down the road. This will also make Perry a unique city with both driving and walking/biking options.
3	5	2	1	Keep the same speed limit or INCREASE it by 5mph. Utah desperately needs better north south highways.
2	5	4	3	Add lane markers on streets that enter the highway specifically near maverick
1	3	4	5	slower speed limits, and crossing from one side of highway to the other...
1	3	5	4	Lower the speed limit.....more options to cross safely while walking or biking.
4	3	2	5	It is an important transportation route through the city. It also is a significant divider in the city. Improved access and crossing. Keep the history and utility.
5	3	1	4	Reduced speed. The appearance is awful and not well planned. A traffic light and get rid of all the trashy dumps
5	3	2	1	It's busy. A light at 2700 South would be very helpful and much safer.
2	1	4	5	Highway 89 is good. It would be nice to have a safe pedestrian crossing.
2	1	3	5	Slow it down. More lights to make it easier to get on or off.
3	2	1	5	The deceleration right turn lanes have made turning off the highway much safer. But the mismatched east side/west side roads (2225 S, 2250 S, 2300 S plus the Maverick driveway onto the Hwy) are dangerous. Don't allow this situation to occur anywhere else.
5	1	2	3	Needs stoplights with crosswalks, lower speeds through town.
1	3	2	5	The speed limit needs to be lower, and a stop light at 3000 S. would be great with the new LDS church to be built there.
1	5	4	3	The highway is great for moving cars north and south, that's it. It is not friendly for pedestrians or bicycles. It does not create a good identity for our town. Trees and other amenities should be added to make the highway a nice place for people instead of just cars.
4	1	5	2	Lower speed limit
3	1	2	5	Getting across traffic at peak times is very dangerous. We need a through street on the east of Hwy. 89, pedestrian overpasses, even stop lights at busiest side street intersections.
2	3	4	5	I went to the UDOT meeting, it appears they donâ€™t want to change anything, but I do like that the police are stopping the trucks bypassing the weigh stations. The police are however getting a bit over zealous with â€œotherâ€ tickets like failure to yield and tailgating. I have heard residents complain about that.
1	4	3	2	The speed through Perry is too high with all of the fruit stands and businesses that draw people on and off the road. Iâ€™d love to see all signs on the highway be large enough to see at night with the best lighting. 2700 South and 89 has the most dim light and itâ€™s a tricky turn to go west on 2700 south. I understand that the sign on that corner is being replaced, so Iâ€™m very grateful to the city for that. Finally, the look of it through Perry is not attractive. Iâ€™d like to see more of a distinction with landscaping and unique lighting when people enter the area to indicate our pride in the community. USU Extension Master Gardeners could take part in this process as well as volunteers from the town.
2	3	1	5	Lower the speed limit, push more traffic on the freeway. Bike Lanes would be great! There are many people that bike along highway 89
4	3	1	2	First of all I don't feel about a highway, I think Hwy 89 needs to kept clear and free to allow the best travel through town.
3	5	1	2	Lower the speed limit starting at 3000 S to 1100 S in Brigham. Place a couple stoplights so that itâ€™s safe to cross the highway
1	4	3	2	We may need to start adding in stop lights for Maverik and Maddox areas. The north/south traffic travels fast and the volume of traffic is increasing....rapidly!
2	3	1	5	Stay the same, but feel the speed limit needs to drop!
4	1	2	5	It's busy, but we knew it when we moved here. Wish there was better within Perry roads to get South/North on East Side without having to go onto 89.
3	2	1	4	Change lower speed limit
5	4	1	3	Needs a stop light or two.

4	3	1	2	Safe methods for pedestrians to cross.
1	4	2	5	Put a light by the Maverick. I wouldn't mind seeing some pedestrian bridges.
1	3	2	5	Reduce speed limit and ADD SKY WALKS. This city really could be walkable, but I for one can't get to fruit stands on foot without risking my life. People on the east side can't get to the movie theater, Calls, the main park, or Maddox on foot without risk of death. Seriously. Flashing lights, big overhead bridges, whatever - that highway prevents everything you're trying to accomplish with this general plan. You have to fix that issue first.
5	1	2	4	I would like to see a couple of traffic lights, and/or a pedestrian bridge.
1	5	4	3	I would love a pedestrian walk over bridge....but know they are expensive. Wish we could educate everyone on not stopping to wave on pedestrians. Every pedestrian accident is because a car stopped for them to let them pass, giving a false sense of security.
3	5	1	4	I would like it more pedestrian friendly. Better landscaping, cleaned sidewalks, shade trees. I would like the Hwy to still keep the vintage feel with Calls, Maddox and the fruit stands.
2	3	4	5	Stay the same
2	1	3	5	We need a safe way to cross. We need more traffic control. Clean up the side walks and weeds.
1	2	4	5	Allow for a looser infill ordenance to use the commercial zone
2	4	5	1	Clean up some parts, maintain some of the legacy feel
2	5	4	1	I believe the only potential change would be pedestrian overpass or underpass to allow foot traffic to safely cross the highway.
2	5	1	3	Need some more safe crossings on 3000 south and possibly 2700 south
3	1	4	2	More police officers. Perry pd needs more officers so they can have more time to dedicate to hwy89.
1	4	3	5	Stay the same
1	2		3	A light
1	2	4	5	A place for pedestrian crossings
2	4	5	1	Fruit stands! Mayne some mere commercial things but not in place of orchards
2	3	1	4	Speed is too fast. Need safe ways to cross in cars and on foot.
5	1	4	2	It scares me, I don't think it's safe for pedestrians, and I hate trying to turn left onto it. I would LOVE to see stop lights with crosswalks put in, seriously anywhere, but especially 2700 with the two schools nearby and a street that actually crosses the highway. And if you're thinking of having the new heart of town be behind Maddox then for the love of Pete include a traffic light there too.
4	2	3	5	Stay the same
2	4	5	3	I like it as is.
3	1	2	4	I like that it is a higher speed, but I do think we need a few intersections with lights if the state will allow it.
3	1	2	4	Walk way, biking paths, traffic lights. Maybe an overpass to get from east to west side
5	3	2	4	stay the same. The orchards and fruit stands is really the heart of Perry

If all options were feasible, would you prefer to see an underpass, overpass, or an at-grade crossing with other changes near 2700 South along 89? Is there somewhere else you would prefer a crossing?	How frequently do you use transit? Would you or family members like to use it more?
Open-Ended Response	Open-Ended Response
Underpass...more user friendly. If we did a crossing at-grade it should go at 2700 S - Perry City Office turn...	Never
Maybe a couple of push button crossings on 89. My concern is Perry will spend millions on a bridge that no one will use.	Never
Currently it would be nice, I expect it will be necessary at some point. I would think a stop light would be the most economical. If referring to pedestrian crossing, then over our underpass makes sense. Near maverick might make sense.	Never. It is cost prohibitive for a large family that fills a minivan
i would love a crossing at 1500 S. my kids have to cross the hwy for the express bus or take the regular bus for 30 min... :(	would love for the train to come to perry/brigham city..
Underpass or an at-grade crossing. I would love to see 3 or 4 of these crossings along Highway 89 from 1100 S. all the way through to 3500 S. (especially for kids getting on and off the buses).	YES! Frontrunner.....BRING Frontrunner to Perry and/or Brigham City.
Improved controlled intersection at 2700 South. Underpass near the park.	When it is convenient. Yes.
Overpass or at grade	We would love to be able to use front runner
At grade crossing if that means there would be a traffic light.	We don't use it. I don't see it being a help to us right now.
I think any of the three options would be fine. I think 2700 South would be the best place for a crossing.	Almost never.
Overpass	once a year. Not likely to use it more.
I would prefer an underpass at 2450 S.	I infrequently use the bus to go to Brigham. I would use the bus and Frontrunner to go to SLC more frequently if it wasn't so easy to get stranded in Ogden in the evening. I really wish Frontrunner came to Perry/Brigham.
3000 South - the gravel traffic and now the LDS traffic will need something.	Hardly ever.
Overpass	We haven't used it.
I'm not sure what you're proposing for an at-grade crossing. Does that mean it would stay the same? I don't think an overpass or underpass makes sense. I always avoid these.	Rarely
Underpass	Never. If more accessible.
Overpass.	We don't. Not at this time.
No, I would not like any crossings, instead Perry should complete roads going North and South connecting housing areas.	We donâ€™t, and we wouldnâ€™t use it.
That is a very dangerous crossing for children going to Three Mile Creek and Promontory. There is a lot of traffic during the school year. Iâ€™d like to see safety measures put in. If itâ€™s possible for a overpass walking bridge, that would be ideal.	We usuallly drive where we need to go but now as we are getting older, my husband and I would probably use the bus to get into town for shopping and appointments and to and from Ogden for sure.
I would prefer a traffic light. An overpass/underpass encourages more traffic to use the highway instead of going out to the freeway	Not at all.
	Not at this time
A stoplight would work at 2700. Also one at 3000 S. And do something by Maverick and Walker Cinema intersections.	Never use it.
Overpass	Never use it
I don't feel this is a necessity. We need to upgrade and take care of the city before taking on more projects	No
Maybe underpass. If at 2700 South, need to have at least one road that gets everyone to there on both sides of the highway, otherwise it isn't useful for all residents.	Don't use it often. Don't foresee using it very often.
	Never
	Yes

Underpass. Somewhere between Maddox and the stake center

Any of the above wherever it would be best suited for safety.

Overpass. Yes, I think it would work better somewhere near Maverick, since the bulk of homes in Perry could be centralized there. If someone is going to make the effort to walk somewhere else in Perry, the crossing needs to be more central. In fact, ideally, you'd have one starting by the Heritage theater and another by Walker Cinema. They would get used way more often if people didn't have to backtrack too far in order to cross safely.

I would prefer over or under to the at grade. I am unsure if this is for pedestrian traffic or vehicular. Either way it is scary to cross the hyway at that point and at 3000.

Underpass would be cool. I would say put it wherever your city center would end up being....but I can see why it is important to put it by the schools and churches too.

I like the ideas of an over pass, but perhaps there could be two. One closer north by the Maverick and one further South by 3000 south
Not sure

Overpass

We need a crossing, but one that is cheapest to maintain over time
Underpass or overpass

Underpass
I think 3000 South would be more important than 2700 South. Maybe a stop light?? Not sure of the solution

Stop lights

No change
3000 s
Underpass. Not at 2700 south but by maverick or heritage theater

Overpass crossing. Not sure
Underpass

Just a regular intersection with crosswalks and maybe those signs that warn people to prepare to stop when the light is turning red.

Overpass

Underpass

underpass, but I don't think it's feasible.
I would love an overpass on 1100 S and 500 w. It would encourage more walking and riding bikes to and from Brigham and Perry. These days when we are encouraging healthy lifestyle and cleaner environment, a bridge between both communities would be great
There needs to be a stoplight on 3000 Its so hard to see whats coming around that corner

I used it every day when I was going to Weeber State. If it went where I needed to go when I needed to go, I would use it, but that's very unlikely.

Rarely. I would like to use it more but it doesn't travel where I need it to.

I'd use it more if it were available and relatively easy to use, but I don't see that as a priority.

We don't use it any more. It isn't convienent at all. The time I might use it, it doesn't run.

Never. Not interested
I would use it, if the transit was specific to the Perry, Brigham area and functioned much like the CVTD. Free, speedy, lots of options for time and pick up.
Maybe - depends on how intrusive itâ€™s going to be.

Rarely use. Would use more if times were more convenient.

Not frequently since itâ€™s quicker to drive to ogden than the bus
Infrequent, donâ€™t expect that to change

Never

Rarely. Might use it more if it was more available.

Nope

Never
N
Infrequent and no

Not much
We would use Front Runner

I don't think I've used any in Utah in the last 10 years. If Frontrunner came here I'd consider that though.

Never

Never. Given the logistics of my commute, I'd be unlikely to use it.

My husband used Frontrunner daily when he worked in Salt Lake. Now he works in Ogden so it doesn't help. He'd use it if it were available.

Maybe, if available.. Easily accessible
NO

How often do you bike or walk around Perry?	What would encourage you to bike and walk more?	Which of the following cross sections is the most fitting for Davis Street?
Response	Response	Response
A few times a week	More east/west connections	https://i.imgur.com/isud0Bv.jpg
A few times a week	More sidewalks	https://i.imgur.com/oDbJXO7.jpg
About once a week	Safer/more road crossings	https://i.imgur.com/9OJhXzy.jpg
Every now and then	More east/west connections	https://i.imgur.com/oDbJXO7.jpg
A few times a week	Safer/more road crossings	https://i.imgur.com/isud0Bv.jpg
Every now and then	Safer/more road crossings	https://i.imgur.com/isud0Bv.jpg
A few times a week	More sidewalks	https://i.imgur.com/9OJhXzy.jpg
About once a week	I currently bike/walk as much as I want/will	
A few times a week	I currently bike/walk as much as I want/will	https://i.imgur.com/isud0Bv.jpg
About once a week	Better bike lanes	https://i.imgur.com/1Iufp0J.jpg
A few times a week	Better bike lanes	https://i.imgur.com/isud0Bv.jpg
Every now and then	I currently bike/walk as much as I want/will	https://i.imgur.com/oDbJXO7.jpg
A few times a week	Better bike lanes	https://i.imgur.com/1Iufp0J.jpg
About once a week	Safer/more road crossings	https://i.imgur.com/1Iufp0J.jpg
Never	More east/west connections	https://i.imgur.com/isud0Bv.jpg
Every now and then	I currently bike/walk as much as I want/will	
A few times a week	I currently bike/walk as much as I want/will	https://i.imgur.com/oDbJXO7.jpg
A few times a week	More sidewalks	https://i.imgur.com/isud0Bv.jpg
A few times a week	Better bike lanes	https://i.imgur.com/1Iufp0J.jpg
Every now and then	I currently bike/walk as much as I want/will	
A few times a week	Safer/more road crossings	https://i.imgur.com/1Iufp0J.jpg
A few times a week	Better bike lanes	https://i.imgur.com/1Iufp0J.jpg
About once a week	Better bike lanes	https://i.imgur.com/isud0Bv.jpg
A few times a week	More sidewalks	https://i.imgur.com/isud0Bv.jpg
Never		
A few times a week	More sidewalks	https://i.imgur.com/isud0Bv.jpg

About once a week	Safer/more road crossings	https://i.imgur.com/oDbJXO7.jpg
A few times a week	More sidewalks	https://i.imgur.com/isud0Bv.jpg
A few times a week	Better bike lanes	https://i.imgur.com/1Iufp0J.jpg
Every now and then	I currently bike/walk as much as I want/will	
A few times a week	More east/west connections	https://i.imgur.com/isud0Bv.jpg
A few times a week	Safer/more road crossings	https://i.imgur.com/1Iufp0J.jpg
A few times a week	Better bike lanes	
A few times a week	More east/west connections	https://i.imgur.com/1Iufp0J.jpg
A few times a week	More east/west connections	https://i.imgur.com/oDbJXO7.jpg
A few times a week	More sidewalks	https://i.imgur.com/oDbJXO7.jpg
A few times a week	More sidewalks	
A few times a week	Better bike lanes	https://i.imgur.com/1Iufp0J.jpg
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Every now and then	More sidewalks	https://i.imgur.com/oDbJXO7.jpg
About once a week	More sidewalks	https://i.imgur.com/isud0Bv.jpg
Every now and then	More sidewalks	https://i.imgur.com/isud0Bv.jpg
A few times a week	Better bike lanes	https://i.imgur.com/1Iufp0J.jpg
Every now and then	I currently bike/walk as much as I want/will	
A few times a week	I currently bike/walk as much as I want/will	https://i.imgur.com/isud0Bv.jpg
A few times a week	Safer/more road crossings	https://i.imgur.com/isud0Bv.jpg
Every now and then	More sidewalks	https://i.imgur.com/1Iufp0J.jpg

Comments (optional)	Did you attend the open house on May 31? Response
As long as it is away from cars, not close. Separated.	Yes
In my experience, bike lanes are not very useful.	No
Consideration for mountain bike trails would be nice	No
	No
2 Directional Bike lanes seem safer than on each side of the road.	No
	Yes
	No
I don't have an opinion about this.	No
	No
	No
I would prefer the 2-way bike lane on the north side of the street.	No
	Yes
	No
Trees, medians, separated trail? What about roads other than Davis?	No
	No
Where is Davis Street?	No
	No
The main area that causes me concern is 1200 West between 2250 South and Walr	No
	No
	No
	No
	No
	No
Not Bike only both directions!	No
	Yes

Yes

No

No

Don't know where this is

No comment as I donâ€™t know where Davis Street is.

Why not make the road wider in the original planning? Enough to eventually have two lanes each way plus the bike lanes? Where the

Would you like to receive e-mail updates on the process? If so leave your e-mail below.Â

Open-Ended Response

sma.grover@gmail.com

Lyons2adam@yahoo.com

sara.kowallis@gmail.com

gkowallis@yahoo.com

Level.LeVaJe@gmail.com

Jonidmarx@yahoo.com

ken@brigham.net

dtglenn@xmission.com

Yes. My address is: dinahwriting09@gmail.com

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Yes. bbwhitten@outlook.com

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Yes. Taylor.casey@gmail.com

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Yes! Camijacoway@hotmail.com

Bethany.whipple@gmail.com

Farmersrob@gmail.com

esskaykid@yahoo.com

deannambrewer@gmail.com

What is your favorite thing about Perry?
Open-Ended Response

Small Town Feel - 37 responses, 77%

Small town feel, with just the right balance of urban and rural opportunities in or nearby.
Being in a small community that is commuter range to larger cities
Small town, little traffic, but not isolated.
small town
It still has a small town feel.
Small town 4th of July celebration
Small town feel.
The friendly rural atmosphere.
Small town atmosphere with low population density.
We love the small town feel and the wonderful people that live here.

The small town feel
The rural feel of peace and quiet and being able to see the beautiful sunsets.
Small town community.
The small town feel
Small town feel.
It's still feels like a small town. Would like to see it stay that way in the future. No more subdivions!
Since I live on a farm, I like the country feel. I like having parks To go to within walking distance. I like having gas stations and stores close by. I like having two ways to get to Brigham so I can avoid the busy highway.
Small rural feel

The fruit highway, drive ins, small town/farm feel
Small town
I love the nice neighborhoods.
The small town feel
rural feel, the people

Community feel

The friendly people who care about each other.

It's location near many outdoor recreation areas.

Orchards
People

Good people, fruit harvest and parks
Friendly neighbors
Its a small town. Founded on fruit farms and rural living.

Small Community, parks, and the view
The country feel
Rural neighborhood, can have animals in my zone. Allowed to have ATVs on the road. Easy access to the mountains.
Its proximity to urbana while maintaining a rural feel with farms and orchards.
Safety. Low crime
Community

People - 8, 17%

The people!!
The people care about one another
It's peaceful; people aren't noisy or trying to impose on others' space
Friendly, kind people
Quiet good place to raise families

Great place to raise a family!! I love the 4th of July community celebration.
The people
Friendly neighbors

Other = 3, 6%

It's not Garland.
The beautiful farms and orchards
We no longer have the absolute worst mayor in Perry City history.

What would you change about Perry?
Open-Ended Response

Transportation (24 - 50%)

Better and safer connectivity between East and West.
slower speed limits, and lights to allow children to cross street safely for school bus...
Lower speed limit and ways for kids to cross Highway 89.
Better access between the east and west side. Traffic light or walkway, with reduced speed limit
Speeding on residential streets.
Better control of traffic on Hwy 89
Perry roads need to be engineered and rebuilt; e.g. 2250 South is nearly 10 inches higher than it was in 1960, the Deathtrap on Hwy 89, lack of backstreet north/south access.
There needs to be a stoplight on the highway (possibly at 3000 S.) to help with traffic. A lower speed limit there
Make the highway more friendly/nicer. More like Brigham City or other stretches of highway 89 with nice features
Find ways to connect community across the highway, better ways to travel through Perry without accessing highway. Utilize history of fruit harvest for community gatherings. Classy businesses replacing old, decrepit, and
We need a through street on the east side of Hwy.89.
Having a safe walkway to and from Walmart.
Better roads, better parks. Wide highway shoulders for bikers. Better trails for hiking, recreation
Better roads and bike/walking paths
Better roads that connect neighborhoods together and better access to drive across highway 89. We need some stoplights or lower the speed limit. Better lighting on the roads.

PLEASE consider adding walking/biking paths to keep children, bikers and walkers off the streets.
Did three bad roads behind Walmart that stretches to koa. Make a walking lane
I'm constantly nervous someone on bike is going to get hit, and I myself hate running along that road if I can avoid it. But our city has a ton of runners who would really appreciate an asphalt path along that road. We run in large loops (or squares, I guess) around the main bulk of houses, but that's the one stretch that is most dangerous and least accessible on foot. Also: do a little extra to prevent/kill mosquitoes. We have people who are really bad at
There are lots of pot holes on Park Drive
Sidewalks to make kids safer when walking to school
Parks Pave 25 E. between ~1650 S & ~1750 S
Dogs not running loose, traffic on 1200 West, walking paths
Highway 89 issues, that's a BIG one for me, but that's in another question. Bringing more places to eat/shop/visit is something I'd like too, as long as it is done thoughtfully & responsibly, and it sounds like that is being worked on

Government (8 - 17%)

The unnecessary and overly restrictive ordinances.
It was nice when the Perry City Attorney/ City Administrator was at the Perry City offices full time and was ready and willing to help our Residents. He solved lots of problems. He also made less money than our current city
weeks to do free work on the family farm, they can only sleep in the trailer for 5 of those days. Are we expecting them to put out money for sleeping accommodations when they already forked out the money to get here? Plus it frustrated me soooo much when a friend who was terminally ill wanted to be near her daughter, on her own property, was made to go back to Canada, away from family, to die. Just because there is a rule about trailers. Can't we be reasonable! Then there are those in the past, Boyd White, who lived in his camp traylor while he built
Fewer government regulations about how people live their lives.
a pause in traffic so you can turn onto the highways! A city cemetery. As well as the city council and leadership would be wise to look at other growing communities in Utah and see how they have done things instead of going on a whim and making decisions based on their limited knowledge and trying to reinvent the wheel instead of
Better public works department
Reduce the growth, gain library access, and increase the communication about dates and locations of special

Perry PD needs to have an officer dedicated solely to stopping and making sure semis are safe.

Parks / Public Buldings (7 - 15%)

Please take better care of the parks. We don't need more parks--just better weed control of the ones we have.
I would put a park on the east side
Better roads, better parks. Wide highway shoulders for bikers. Better trails for hiking, recreation
Parks and city owned properties need to be better maintained. Also our city police need to be better trained and
Continue to increase parks, trails, and facilities as we grow
I'd like a library that is free for Perry (maybe Willard could play, too) residents, like Weber County and BC residents
The city not properly maintaining their property. For example, the lot to the north of Perry park is constantly in bad

Zoning (3 - 6%)

Create a distinct downtown area. There is no proper center.
More businesses
Keep it rural by not zoning out the RE1/2 lots that allow for animal rights. Fix the zoning on 89, as most of the commercial interest is on pointe Perry. Allow for high density housing (condos) on 89 as thereâ€™s easier access

Growth (6 - 12%)

Slow the growth. I think we're building too much.
Slow down development. Make lot-size restrictions of a minimum of .5 acres
its just growing!
More of a rural feel
Just want to see the farm and orchards stay and not continue to disappear for residential or commercial reasons.
We can update without bringing more houses, still keeping our small town

Transportation

How do you feel about Highway 89? What would you like to see change or

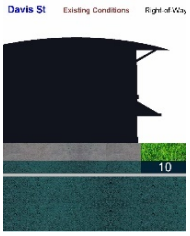
Speed Reduction	landscaping/ beautification	Safer for bikes/peds (includes comments about a crossing)	Same speed	Other (majorily traffic lights)* *Differs from crossings, cars vs. peds
15	4	23	7	16

If all options were feasible, would you prefer to see an underpass, overpass, or an at-grade crossing near 2700 South along 89?

Overpass	Underpass	At grade	No Crossing
16	18	16	4

Other loations for a crossing?

By stake center	By Maverik	By the park	By Maddox	2250 S

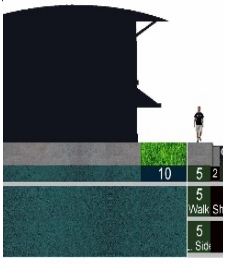


How often do you bike or walk?

A few times a week	About once a week	Every now and then	Never	Every day (no one said a few times a month)
30	8	10	2	

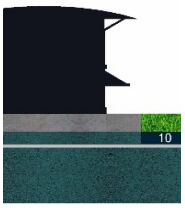
What would encourage you to bike and walk more?

Better bike lanes	Safer/more road crossings	Improved east/west connections	More sidewalks	I currently bike/walk as much as I want/will
12	8	7	13	9



How frequently do you use transit? Would you or family members like to

We don't	Not often/rarely	Yes	No	Maybe in the future
23	14	4	11	13



How strongly do you agree with the following statements regarding land

Perry Point should have a commercial focus.	Parks should serve as a center for meeting and community activity	While preserving the "fruit highway", more residential uses should be allowed along 89	The area between Walmart and Maddox should serve as a walkable commercial and mid-density residential node with outdoor dining and

Do you feel a cemetery is needed in Perry, and if so, where might the best plac

Yes	No
26	15

What are your thoughts about the area behind Maddox as the future "heart c

Like it	Don't like it	It should be somewhere else
30	9	6

Which spending areas would you rather the City make additional investments in?

Economic Development	Parks and Civic Space	Road Improvements	Safety Improvements	Walk/Bike Infrustructure

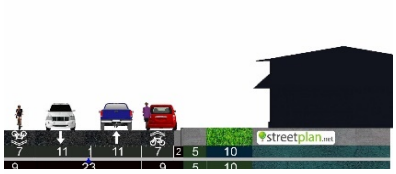
Which do you feel is more needed?

New parks	Improve existing parks	Both
14	35	

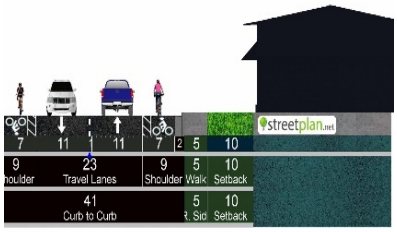
Which of the following cross sections is the most fitting for Davis Street?

Existing

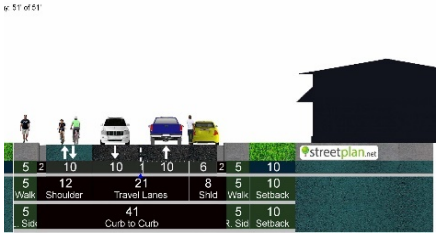
8



Sharrows
2



Bike Lane
14



2-Way Bike Lane
17

use?

Perry should provide more diversity of housing types to include town homes, condos, etc..

:e for it be?

I don't know

6

of town"?

Not sure

3

Transportation

How do you feel about Highway 89? What would you like to see change or stay the same? (For example, a change in speed, landscaping, or roadway design?)	If all options were feasible, would you prefer to see an underpass, overpass, or an at-grade crossing near 2700 South along 89?	Other loations for a crossing?	How often do you bike or walk?	What would encourage you to bike and walk more?	How frequently do you use transit? Would you or family members like to use it more?
Speed limit reduction is cost free. Even if it only makes a 2% difference in safety, it is better than doing nothing. Prohibiting left turns is not the answer, unless Perry has a history of high accidents from left turns. Perry is becoming more and more like Brigham, where people need to get to church, or a park, or a peach stand, or a residence, or a business. It will only become more that way. So bike and walk trails connected with an easy access pass should be considered highly. One soon, and another down the road. This will also make Perry a unique city with both driving and walking/biking options.	Underpass...more user friendly. If we did a crossing at-grade it should go at 2700 S - Perry City Office turn…		A few times a week	Better bike lanes	Never
Keep the same speed limit or INCREASE it by 5mph. Utah desperately needs better north south highways.	Maybe a couple of push button crossings on 89. My concern is Perry will spend millions on a bridge that no one will use.		30	12	never
Add lane markers on streets that enter the highway specifically near maverick	Currently it would be nice, I expect it will be necessary at some point. I would think a stop light would be the most economical. If referring to pedestrian crossing, then over our underpass makes sense. Near maverick might make sense.	Near Maverik	About once a week	Safer/more road crossings	never. It is too cost prohibitive for a large family that fills a minivan
slower speed limits, and crossing from one side of highway to the other...	i would love a crossing at 1500 S. my kids have to cross the hwy for the express bus or take the regular bus for 30 min... :(	1500 S	8	8	would love for the train to come to Perry/Brigham city
Lower the speed limit.....more options to cross safely while walking or biking.	Underpass or an at-grade crossing. I would love to see 3 or 4 of these crossings along Highway 89 from 1100 S. all the way through to 3500 S. (especially for kids getting on and off the buses).	1100 S, 3500 S	Every now and then	More sidewalks	Yes! Frontrunner.. BRING frontrunner to perry and/or Brigham City
It is an important transportation route through the city. It also is a significant divider in the city. Improved access and crossing. Keep the history and utility. Reduced speed. The appearance is awful and not well planned. A traffic light and get rid of all the trashy dumps	Improved controlled intersection at 2700 South. Underpass near the park.	Underpass near park	10	13	When it is convenient yes
	Overpass or at grade		Never	I currently bike/walk as much as I want/will	we would love to be able to use frontrunner
It's busy. A light at 2700 South would be very helpful and much safer.	At grade crossing if that means there would be a traffic light.		2	9	we don't use it. I don't see it being a help to us right now.
Highway 89 is good. It would be nice to have a safe pedestrian crossing.	I think any of the three options would be fine. I think 2700 South would be the best place for a crossing.			More east/west connections	almost never
Slow it down. More lights to make it easier to get on or off.	Overpass			7	Once a year. Not likely to use it more.
The deceleration right turn lanes have made turning off the highway much safer. But the mismatched east side/west side roads (2225 S, 2250 S, 2300 S plus the Maverick driveway onto the Hwy) are dangerous. Don't allow this situation to occur anywhere else.	I would prefer an underpass at 2450 S.	2450 S			I infrequently use the bus to go to Brigham. I would use the bus and Frontrunner to go to SLC more feequently if it wasn't so easy to get stranded in Ogden in the evening. I really wish frontrunner came to perry/brigham.
Needs stoplights with crosswalks, lower speeds through town.	3000 South - the gravel traffic and now the LDS traffic will need something.	3000 S			Hardly ever
The speed limit needs to be lower, and a stop light at 3000 S. would be great with the new LDS church to be built there.	Overpass				We haven't used it.
The highway is great for moving cars north and south, that's it. It is not friendly for pedestrians or bicycles. It does not create a good identity for our town. Trees and other amenities should be added to make the highway a nice place for people instead of just cars.	I'm not sure what you're proposing for an at-grade crossing. Does that mean it would stay the same? I don't think an overpass or underpass makes sense. I always avoid these.				Rarely
Lower speed limit	Underpass				Never. If more accessible.
I went to the UDOT meeting, it appears they don't want to change anything, but I do like that the police are stopping the trucks bypassing the weigh stations. The police are however getting a bit over zealous with "other" tickets like failure to yield and tailgating. I have heard residents complain about that.	No, I would not like any crossings, instead Perry should complete roads going North and South connecting housing areas.				We don't and we wouldn't use it.
Getting across traffic at peak times is very dangerous. We need a through street on the east of Hwy. 89, pedestrian overpasses, even stop lights at busiest side street intersections.	Overpass.				We don't. not at this time.
The speed through Perry is too high with all of the fruit stands and businesses that draw people on and off the road. I'd love to see all signs on the highway be large enough to see at night with the best lighting. 2700 South and 89 has the most dim light and it's a tricky turn to go west on 2700 south. I understand that the sign on that corner is being replaced, so I'm very grateful to the city for that. Finally, the look of it through Perry is not attractive. I'd like to see more of a distinction with landscaping and unique lighting when people enter the area to indicate our pride in the community. USU Extension Master Gardeners could take part in this process as well as volunteers from the town.	That is a very dangerous crossing for children going to Three Mile Creek and Promontory. There is a lot of traffic during the school year. I'd like to see safety measures put in. If it's possible for a overpass walking bridge, that would be ideal.				We usually drive where we need to go but now as we are getting older, my husband and I would probably use the bus to get into town for shopping and appointments and to and from Ogden for sure.
Lower the speed limit, push more traffic on the freeway. Bike Lanes would be great! There are many people that bike along highway 89	I would prefer a traffic light. An overpass/underpass encourages more traffic to use the highway instead of going out to the freeway				Not at all.
First of all I don't feel about a highway, I think Hwy 89 needs to kept clear and free to allow the best travel through town.	A stoplight would work at 2700. Also one at 3000 S. And do something by Maverick and Walker Cinema intersections.	3000 S, Maverik, Walker Cinema			Not at this time
Lower the speed limit starting at 3000 S to 1100 S in Brigham. Place a couple stoplights so that it's safe to cross the highway	Overpass				never use it
We may need to start adding in stop lights for Maverik and Maddox areas. The north/south traffic travels fast and the volume of traffic is increasing....rapidly!	I don't feel this is a necessity. We need to upgrade and take care of the city before taking on more projects				never use it
Stay the same, but feel the speed limit needs to drop!	Maybe underpass. If at 2700 South, need to have at least one road that gets everyone to there on both sides of the highway, otherwise it isn't useful for all residents.				no
It's busy, but we knew it when we moved here. Wish there was better within Perry roads to get South/North on East Side without having to go onto 89.	None				don't use it often. Don't forsee using it very often.
Needs a stop light or two.	Underpass. Somewhere between Maddox and the stake center	Between Maddox and stake center			yes.

Change lower speed limit	I would prefer over or under to the at grade. I am unsure if this is for pedestrian traffic or vehicular. Either way it is scary to cross the hyway at that point and at 3000.	3000	never
Safe methods for pedestrians to cross.	Overpass. Yes, I think it would work better somewhere near Maverick, since the bulk of homes in Perry could be centralized there. If someone is going to make the effort to walk somewhere else in Perry, the crossing needs to be more central. In fact, ideally, you'd have one starting by the Heritage theater and another by Walker Cinema. They would get used way more often if people didn't have to backtrack too far in order to cross safely.	Near Maverik, walker cinema, heritage theater	I used it every day when I was going to Weber State. If it went where I needed to go when I needed to go, I would use it, but that's very unlikely.
I would like to see a couple of traffic lights, and/or a pedestrian bridge.	Any of the above wherever it would be best suited for safety.		We don't use it any more. It isnt convienent at all. The time I might use it, it doesn't run.
Reduce speed limit and ADD SKY WALKS. This city really could be walkable, but I for one can't get to fruit stands on foot without risking my life. People on the east side can't get to the movie theater, Calls, the main park, or Maddox on foot without risk of death. Seriously. Flashing lights, big overhead bridges, whatever - that highway prevents everything you're trying to accomplish with this general plan. You have to fix that issue first.	Underpass would be cool. I would say put it wherever your city center would end up being....but I can see why it is important to put it by the schools and churches too.		I'd use it more if it were available and relatively easy to use, but I don't see that as a priority.
Put a light by the Maverick. I wouldn't mind seeing some pedestrian bridges.	I like the ideas of an over pass, but perhaps there could be two. One closer north by the Maverick and one further South by 3000 south	maverik, 3000 S	Rarely. I would like to use it more but it doesn't travel where I need it to.
I would love a pedestrian walk over bridge....but know they are expensive. Wish we could educate everyone on not stopping to wave on pedestrians. Every pedestrian accident is because a car stopped for them to let them pass, giving a false sense of security.	Not sure		Never . Not interested
I would like it more pedestrian friendly. Better landscaping, cleaned sidewalks, shade trees. I would like the Hwy to still keep the vintage feel with Calls, Maddox and the fruit stands.	Overpass		I would use it, if the trasit was specific to the Perry, Brigham area and functioned much like the CVTD. Free, speedy, lots of options for time and pick up.
Stay the same	We need a crossing, but one that is cheapest to maintain over time		Maybe - depends on how intrusive its going to be.
We need a safe way to cross. We need more traffic control. Clean up the side walks and weeds.	Underpass or overpass		rarely use. Would use more if times were more convenient.
Allow for a looser infill ordenance to use the commercial zone	Underpass		Not frequently since it's quicker to drive to ogden than the bus
Clean up some parts, maintain some of the legacy feel	I think 3000 South would be more important than 2700 South. Maybe a stop light?? Not sure of the solution	3000 S	Infrequent, don't expect that to change.
I believe the only potential change would be pedestrian overpass or underpass to allow foot traffic to safely cross the highway.	Stop lights		Never
Need some more safe crossings on 3000 south and possibly 2700 south	Just a regular intersection with crosswalks and maybe those signs that warn people to prepare to stop when the light is turning red.		Rarely. Might use it more if it was more available.
More police officers. Perry pd needs more officers so they can have more time to dedicate to hwy89	No change		nope
It scares me, I don't think it's safe for pedestrians, and I hate trying to turn left onto it. I would LOVE to see stop lights with crosswalks put in, seriously anywhere, but especially 2700 with the two schools nearby and a street that actually crosses the highway. And if you're thinking of having the new heart of town be behind Maddox then for the love of Pete include a traffic light there too.	3000 s	3000 S	I don't think Ive used any in Utah in the last 10 years. If frontrunner came here id consider that though.
Stay the same	Underpass. Not at 2700 south but by maverick or heritage theater	Maverick, heritage theater	Never
A light	Overpass crossing. Not sure		N
A place for pedestrian crossings	Underpass		infrequent and no
Fruit stands! Mayne some mere commercial things but not in place of orchards	Overpass		not much
Speed is too fast. Need safe ways to cross in cars and on foot.	Underpass		we would use frontrunner
Stay the same	underpass, but I don't think it's feasible.		never
I like it as is.	I would love an overpass on 1100 S and 500 w. It would encourage more walking and riding bikes to and from Brigham and Perry. These days when we are encouraging healthy lifestyle and cleaner environment, a bridge between both communities would be great	1100 S, 500 W	never. Given the logistics of my commute, id be unlikely to use it.
I like that it is a higher speed, but I do think we need a few intersections with lights if the state will allow it.	There needs to be a stoplight on 3000 Its so hard to see whats coming around that corner	3000 S	my husband used frontrunner daily when he worked in Salt Lake. Now he works in Ogden so it doesn't help. Hed use it if it were available.
Walk way, biking paths, traffic lights. Maybe an overpass to get from east to west side			Maybe, If available.. Easily accessible.
stay the same. The orchards and fruit stands is really the heart of Perry			NO

Transportation

How do you feel about Highway 89? What would you like to see change or stay the same? (For example, a change in speed, landscaping, or roadway design?)

Speed Reduction	landscaping/beautification	Safer for bikes/peds (includes comments about a crossing)	Same speed	Other (majorily traffic lights)* *Differs from crossings, cars vs. peds
15	4	23	7	16

If all options were feasible, would you prefer to see an underpass, overpass, or an at-grade crossing near 2700 South along 89?

Overpass	Underpass	At grade	No Crossing
16	18	16	4

Other loations for a crossing?

By stake center	By Maverik	By the park	By Maddox	2250 S

How often do you bike or walk?

A few times a week	About once a week	Every now and then	Never	Every day (no one said a few times a month)
30	8	10	2	

What would encourage you to bike and walk more?

Better bike lanes	Safer/more road crossings	Improved east/west connections	More sidewalks	I currently bike/walk as much as I want/will
12	8	7	13	9

How frequently do you use transit? Would you or family members like to use it more?

We don't	Not often/rarely	Yes	No	Maybe in the future
23	14	4	11	13