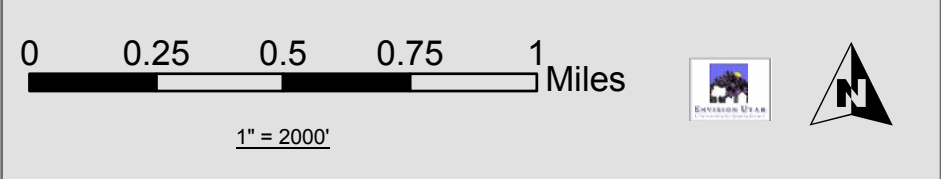
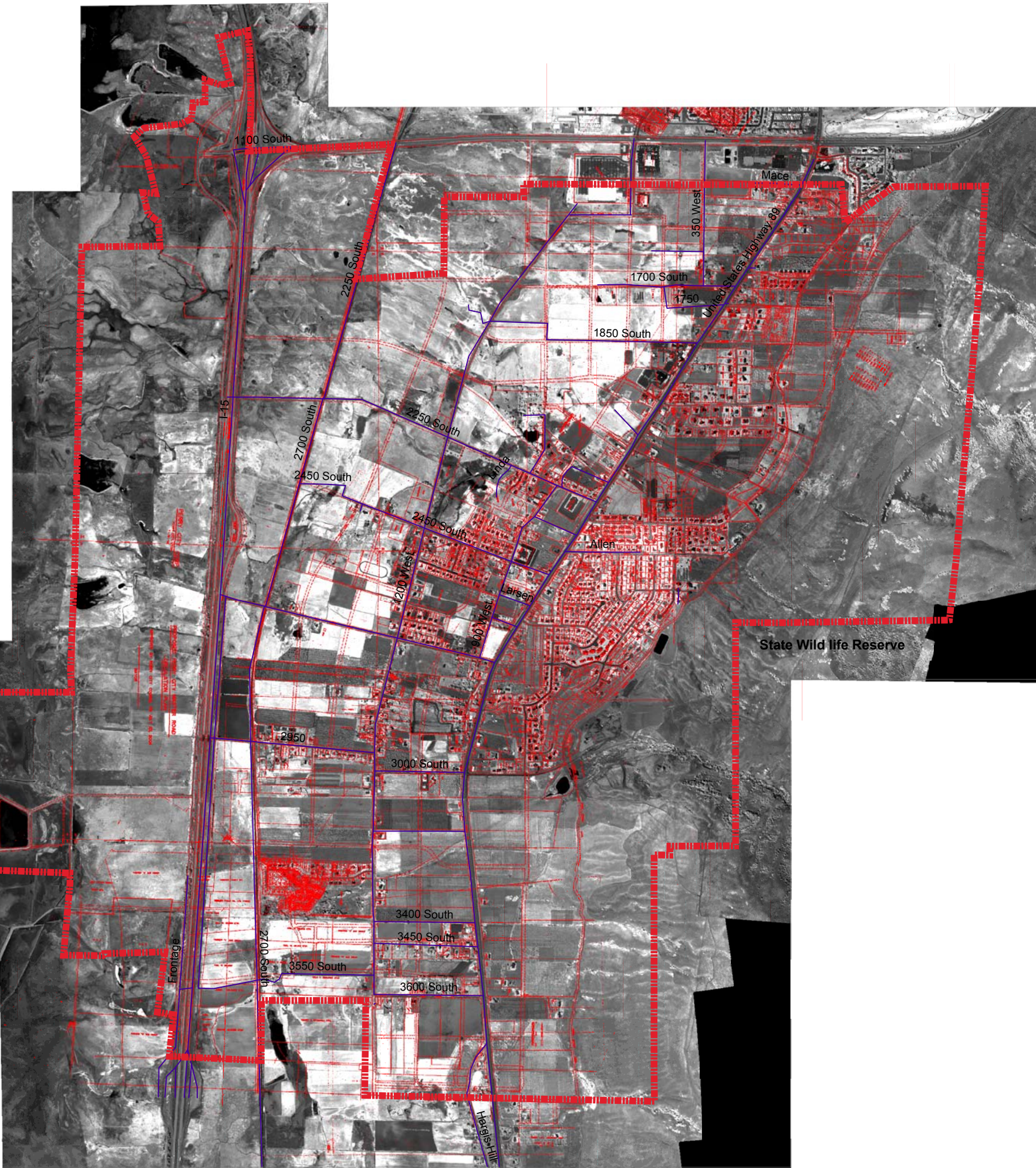
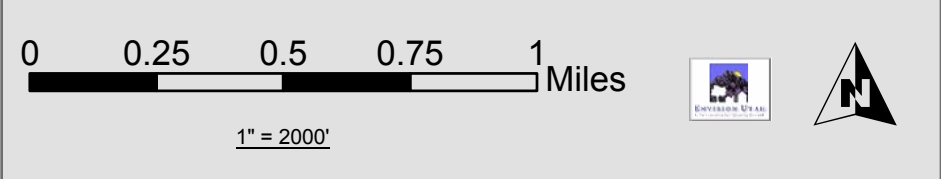
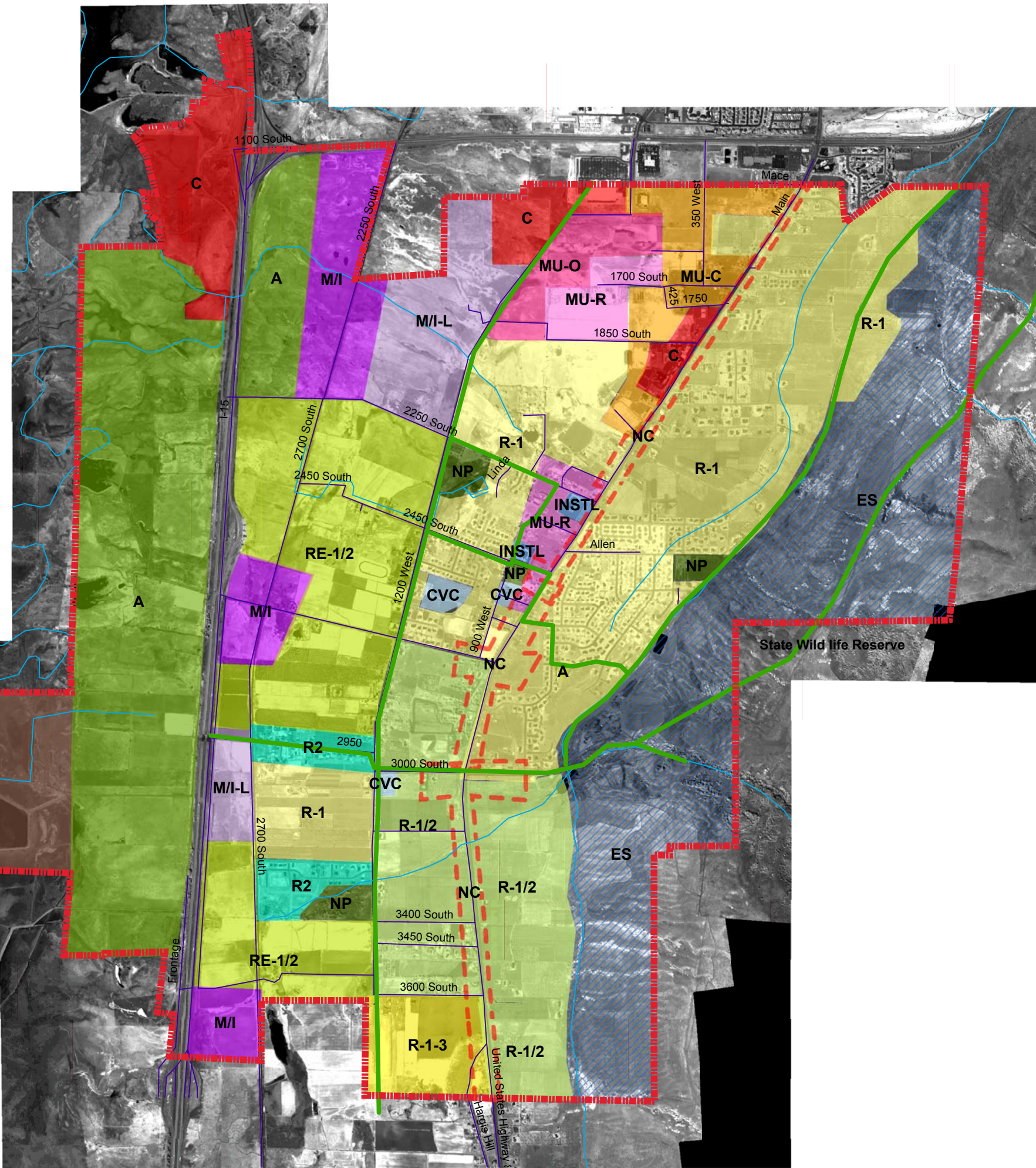


Perry City Transportation Plan



Perry City General Plan



Introduction

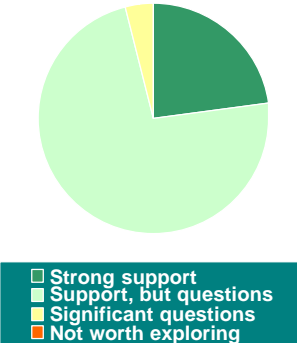
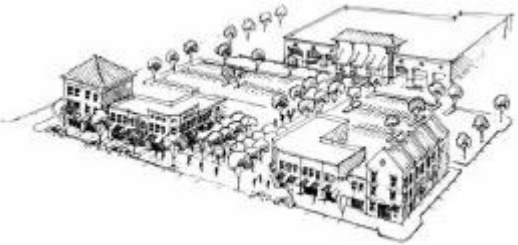
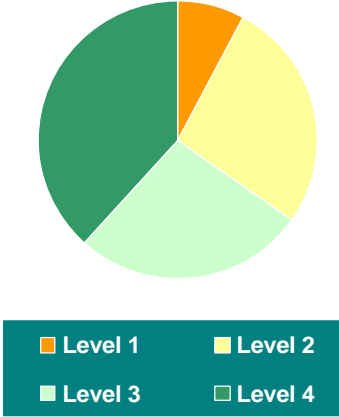

This document summarizes a community visioning effort conducted from April 2004 to December 2004. The visioning effort was provided by the staff of Envision Utah, a non-profit planning organization focused on growth along the Wasatch Front. Envision Utah was guided by the regular input of a Steering Committee, comprised of several community citizens and stakeholders. Perry City staff also assisted by providing community information and data, and assisting with meeting setup. The steering committee met periodically to provide feedback to Envision Utah staff and to assist them in preparing materials for the public, and to interpret results from public feedback.

In June of 2004, residents were invited through the city’s newsletter to participate in a public workshop where input was gathered from a mapping exercise, and a visual preference survey. Later, in September 2004, residents were invited to attend a public open house where the results of the workshop were presented, and additional comments were given.



Public feedback is documented in this report as a basis for updating the general plan update.

<u>Introduction.....</u>	<u>1</u>
<u>Visual Survey Results.....</u>	<u>2</u>
<u>Map Visioning Results</u>	<u>10</u>
<u>Bench Area Open Space Results</u>	<u>15</u>

Visual Survey Results

NOTE: Questions with 70% or more support should be seriously considered.		
<p>Question 1 PRIMARY BUSINESS DISTRICT: Do you support planning for a commercial center-type development district with a mix of uses, such as commercial, entertainment, educational, recreational, etc., to attract visitors and residents?</p> <p>95% support</p>		 <p>Example: small business district</p>
<p>Question 2 If Perry were to develop a Primary Business District, should new commercial development incorporate strategies to cater to pedestrians and tourists?</p> <p>Level 1= auto-oriented Level 2= primarily auto-oriented with some pedestrian elements Level 3= primarily pedestrian-oriented some automobile elements Level 4= pedestrian-oriented</p>		 <p>Levels 3 & 4: most support</p>

Perry City Vision, 2005 to 2030

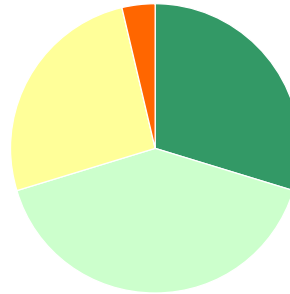
<p>Question 3 (Residential component of Business District): If Perry was to develop a Primary Business District, should residential units be incorporated into commercial areas to provide a localized pedestrian customer base?</p> <p>75% Support</p>	 <ul style="list-style-type: none"> ■ Strong support ■ Support, but questions ■ Significant questions ■ Not worth exploring 	 <p>Riverwoods, Provo: residential above commercial</p>
<p>Question 4 SMALL-SCALE RETAIL: Should new commercial development in residential areas have pedestrian friendly elements (buildings oriented to street / sidewalk, parking on side or rear) and include a mix of uses, such as attached or second story apartments, assuming that the design is compatible with adjacent neighborhoods?</p> <p>60% Support</p>	 <ul style="list-style-type: none"> ■ Strong support ■ Support, but questions ■ Significant questions ■ Not worth exploring 	 <p>Jack's Market, Stansbury Park, Tooele County. Neighborhood Commercial</p>

Perry City Vision, 2005 to 2030

Question 5

HOMEBUILDER INCENTIVES: Should homebuilders be given incentives such as a larger back yard and flexible setbacks, in return for recessed garage doors and overall lot-size reduction?

70% Support

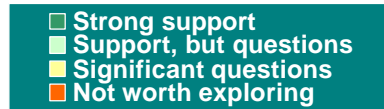
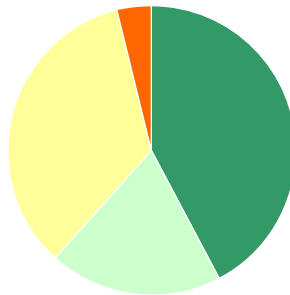


Home with reduced setback, recessed garaged

Question 6

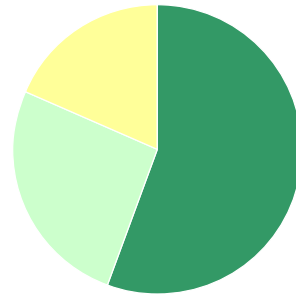
MULTI-FAMILY DESIGN: Should new multi-family buildings ensure compatibility with single family homes and the broader community by hiding parking areas and ensuring window or door openings facing public streets and walkways?

60% Support



Well-designed multi-family

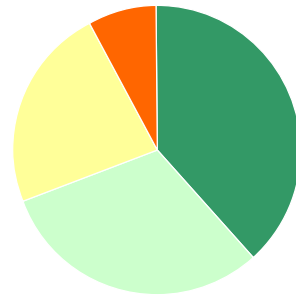
Question 7
LIFECYCLE HOUSING, MIX OF LOTS:
 Should the city consider zoning that allows a mix of single family lot sizes in a new subdivision if the overall density is the same as it otherwise would be and buildings are compatible with each other?



■ Strong support
■ Support, but questions
■ Significant questions
■ Not worth exploring

80% Support

Question 8
LIFECYCLE HOUSING, MIX OF HOUSING TYPES: Should duplexes or townhouses be allowed in new subdivisions that have single-family homes if the overall density is the same as it otherwise would be and buildings are compatible with each other?



■ Strong support
■ Support, but questions
■ Significant questions
■ Not worth exploring

70% Support



Uniform lot size above, flexible lot size below.

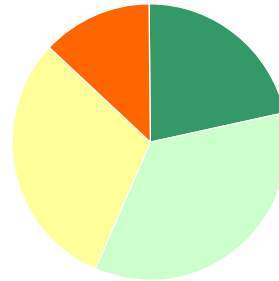


mix of lot sizes and housing types in Kentlands, MD

Perry City Vision, 2005 to 2030

Question 9

MIX OF HOUSING TYPES: If you don't support the previous concept, should duplexes or townhouses be allowed in new subdivisions close to HIGHER INTENSITY AREAS, such as commercial developments and major roads?

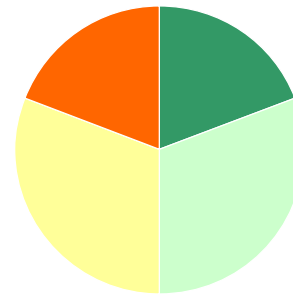


■ Strong support
■ Support, but questions
■ Significant questions
■ Not worth exploring

55% Support

Question 10

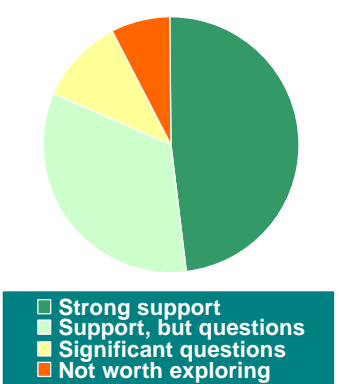
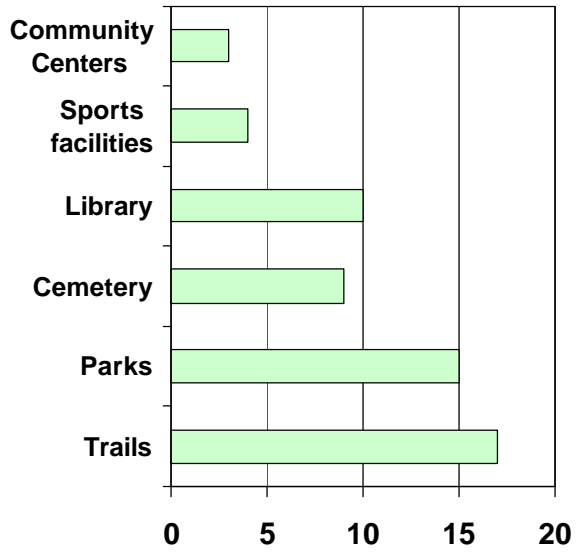
PRESERVING CRITICAL LANDS BY TRANSFERRING DEVELOPMENT: Do you support transferring the location of development from sensitive lands to more appropriate areas?



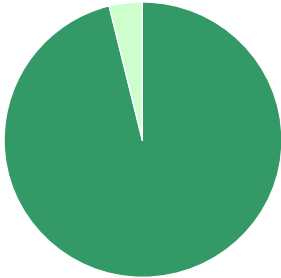

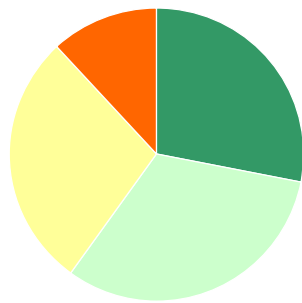
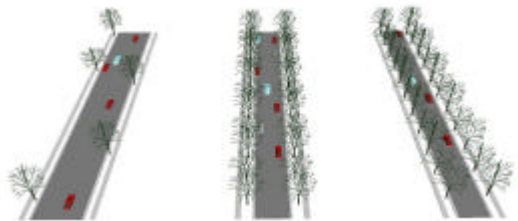
■ Strong support
■ Support, but questions
■ Significant questions
■ Not worth exploring

50% Support

Perry City Vision, 2005 to 2030

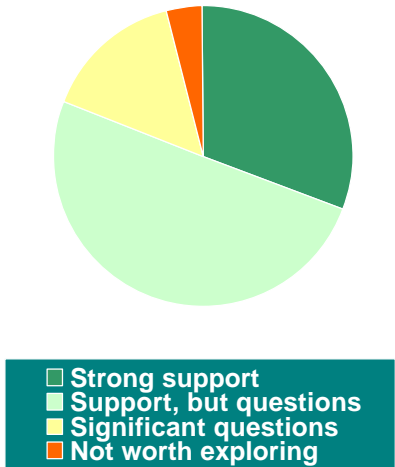
<p>Question 11 PLANNED UNIT DEVELOPMENTS (PUDs): Should PUD zones require developers to preserve minimum amounts of open space & parks and provide other community amenities in exchange for flexible lot sizes or housing types?</p>	 <p>80% Support</p>
<p>Question 12 COMMUNITY AMENITIES: What types of public facilities and amenities should the City promote for development (parks, trails, library, cemetery, swimming pool etc.)? Note: keep in mind that these types of facilities or amenities would likely to be paid for with tax dollars...</p> <p>1. Trails & Parks were the most popular!</p> <p>2. A Library and a Cemetery had significant support.</p>	

Perry City Vision, 2005 to 2030

<p>Question 13 STREET CONNECTIVITY: Should new streets in Perry City be interconnected to ease pedestrian and bicycle movement, increase safety and disperse traffic?</p>	 <p> ■ Strong support ■ Support, but questions ■ Significant questions ■ Not worth exploring </p> <p>100% Support</p>	 <p>Connected streets allow multiple routes and disperse traffic</p>
<p>Question 14 ROAD STANDARDS: Should Perry City consider a variety of new street standards, including reduced pavement widths and increased planting strips, appropriate to different types of development and traffic volumes?</p>	 <p> ■ Strong support ■ Support, but questions ■ Significant questions ■ Not worth exploring </p> <p>60% Support</p>	 <p>three different road cross sections</p>

Perry City Vision, 2005 to 2030

Question 15
STREET TREES: Should new residential development incorporate street trees and ample planting strips between the street and sidewalk?

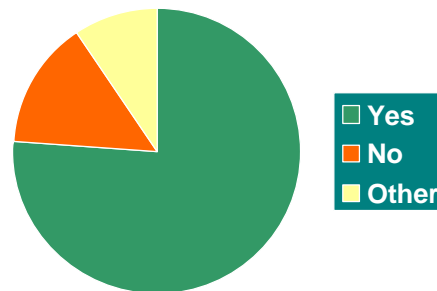


80% Support



Question 16
COMPLIANCE WITH GENERAL PLAN: Should Perry City adopt State Law 10-9-303 (6B) mandating that zoning ordinances and future development are compliant with the General Plan?

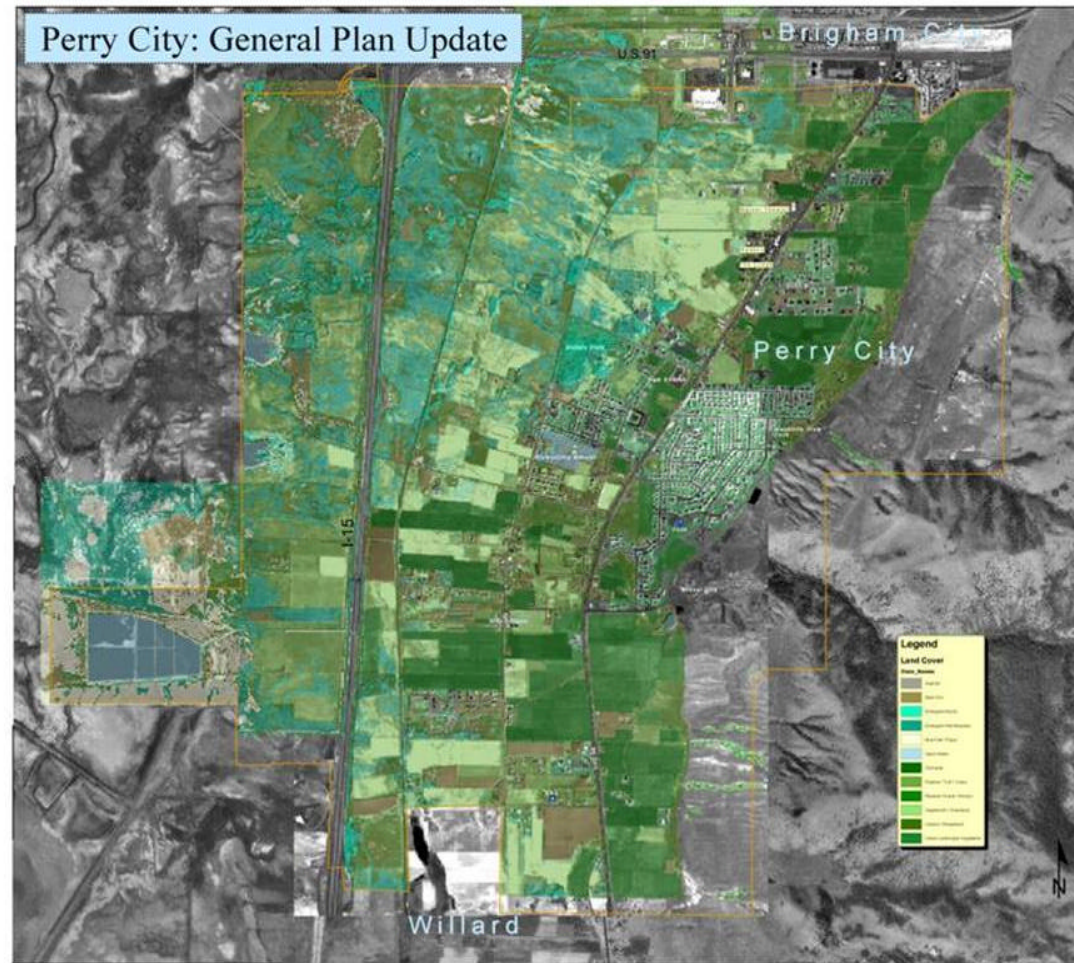
75% Support



Map Visioning Results

1. Base Map

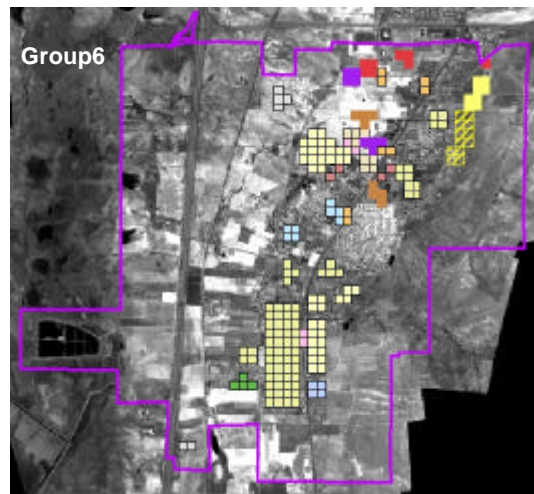
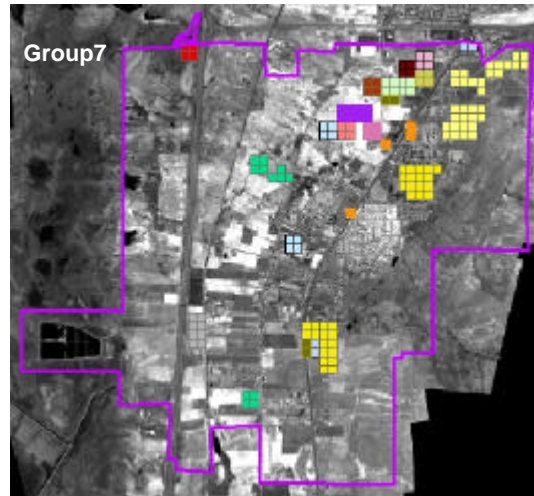
During the Public Workshop on June 2, 2004, groups worked together on maps to explore solutions for growth and development projected for the year 2030 in Perry City. The Base Map illustrated current conditions such as existing development, roads locations, agricultural and wetland areas, public lands, and the current city boundary limits.



2. Completed Maps

Seven Groups completed maps with proposed land uses and transportation facilities. Each map was carefully digitized and entered into GIS software to analyze.

(two examples of digitized maps, see right)

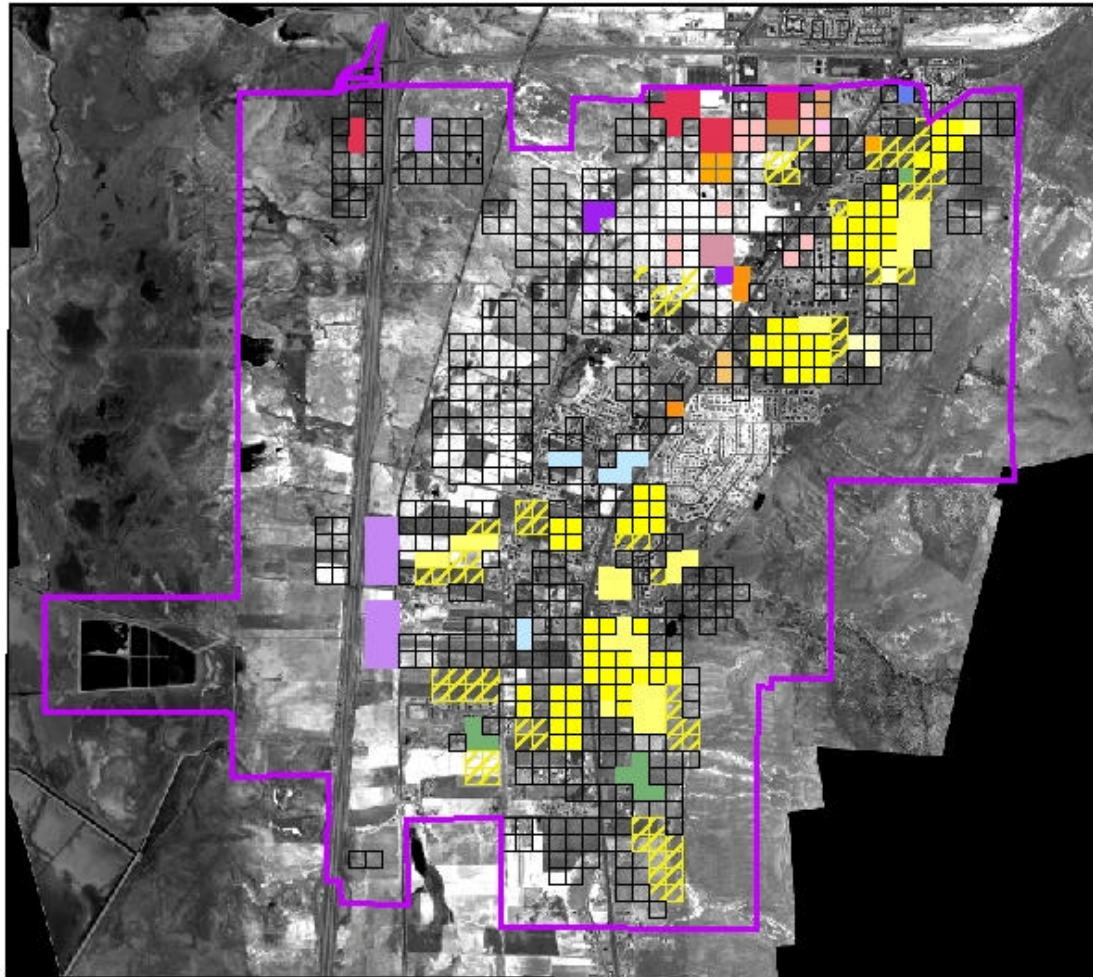


(land use legend for maps, left)

Single Family	General Commercial
Multi Family	Office
Conservation Subdivision	Business (Mixed-use)
Neighborhood Park	Mixed-Use
Community & Civic Residential	Live / Work
Civic	Industrial
Institutional	Research Park

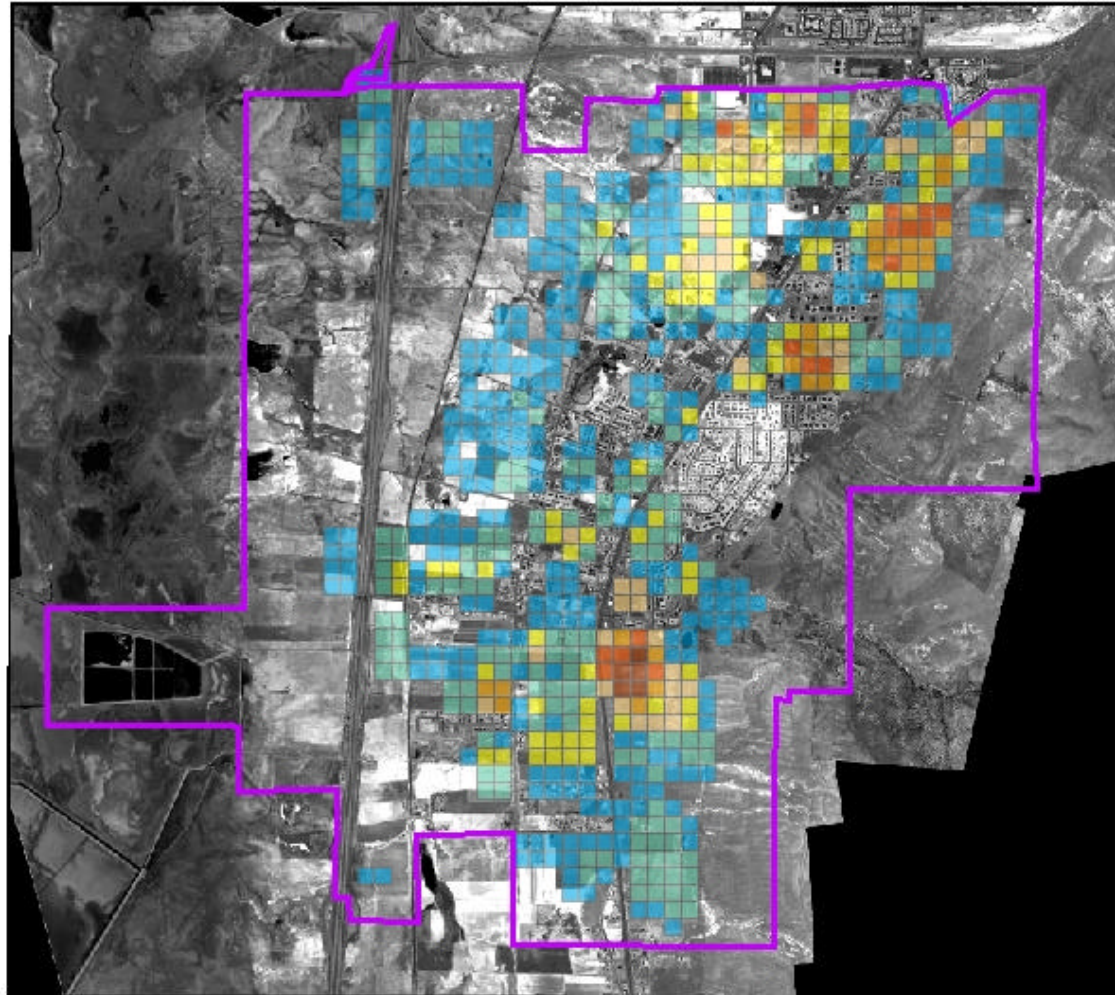
Perry City Vision, 2005 to 2030

The predominant land uses averaged from 7 workshop maps.



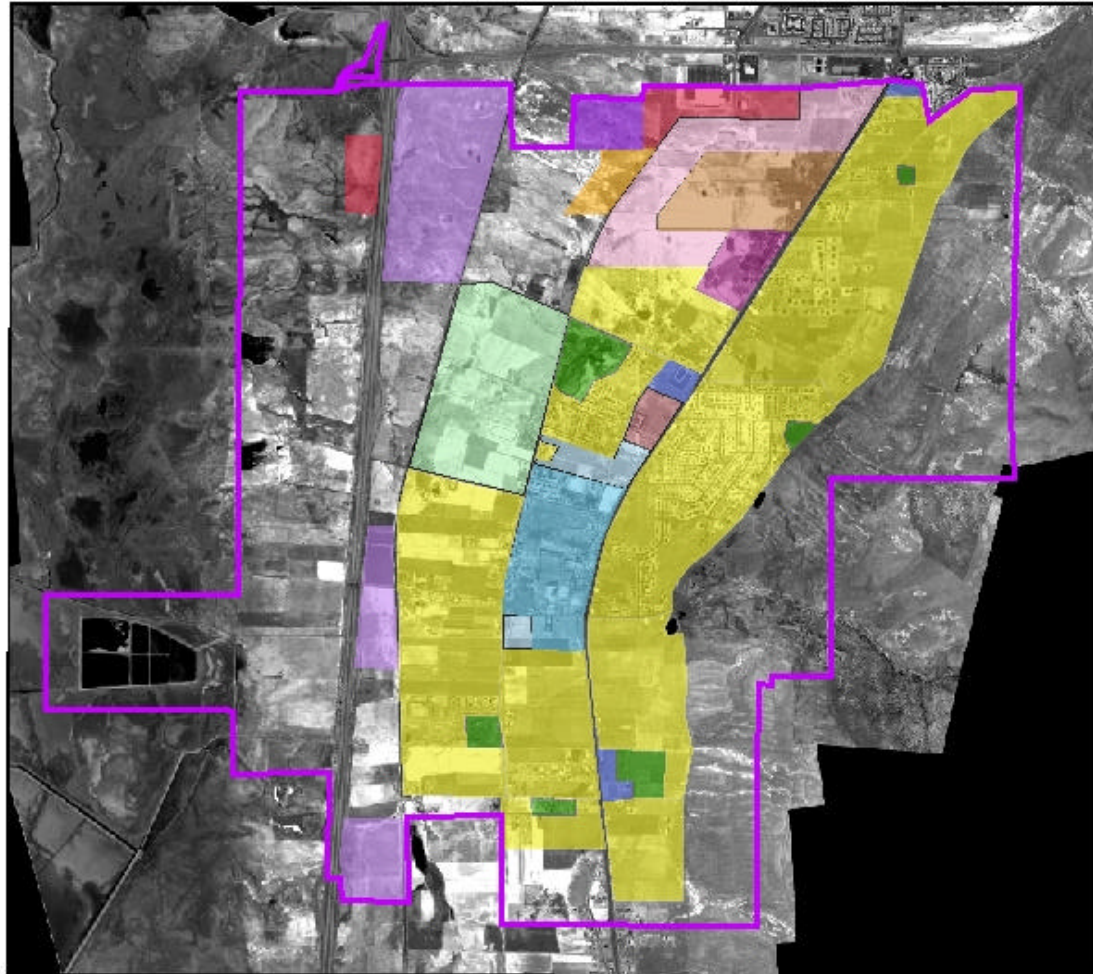
Perry City Vision, 2005 to 2030

The combined frequency of chip placement from 7 workshop maps. Blue tones mark the least frequency, transitioning to green, yellow, orange, and red, which marks the greatest frequency of chip placement. Colors on this map do not indicate land use.



Perry City Vision, 2005 to 2030

Envision Utah's first draft of a general land use plan, based on the public comments and combined mapping results (refer to the land use code on page 10). This map served as an early draft of Perry City's general plan map.



Bench Area Open Space Results

The mapping exercise allowed participants to mark areas with a green marker desired for preservation. The mapping shows majority support for preservation of steeper bench areas, and mixed support for moderate slope bench development. An additional community survey could help to clarify the public's preservation interests on the bench.

Images of each map are available at Perry City Offices.

Map 1: Shows only steeper slopes on bench as preserved – the moderate slopes are not delineated in green. Little to no development chips are put above the canal.

Map 4: Shows preservation of steeper slopes only, some development chips are shown on the moderate slope bench above the canal.

Map 3: Shows a trail along the canal. Shows no open space nor development comments above the canal.

Map 5: Shows no definitive open space marks, and shows no development chips above the canal.

Map 2: Shows much of the remaining bench land as preserved, some of it to the north is not marked as preserved, but no development chips are put above the canal.

Map 6: Shows one development chip, and some trail access to the bench with no open space comments.

Perry City (DRAFT) General Plan: July 2005

Contents

1. Introduction.....	3
2. Goals and Objectives.....	7
3. Community Land Uses.....	10
3.1 Planned Land Areas.....	10
4. General Community Development Guidelines.....	13
4.1 Compliance with the General Plan.....	13
General Plan Policies.....	13
General Plan Policy.....	14
5. Economic Development Guidelines.....	15
5.1 Primary Business District.....	15
Mixed Use and Commercial Design Standards.....	15
5.2 Neighborhood Commercial:.....	16
Performance Standards.....	16
6. Housing Guidelines.....	17
6.1 Density Based Zoning in Single Family Areas.....	17
Design Standards.....	17
6.2 Smaller Single Family Lot Design.....	18
Design Standards.....	18
6.3 Multi-Family Design Standards.....	19
Design Standards.....	20
7. Transportation Guidelines.....	21
7.1 Street Connectivity.....	21
Design Standards.....	21
7.2 Road Width.....	22
Design Standards.....	22
7.3 Street Trees.....	23
Design Standards.....	23
7.4 Rural Residential.....	23
Design Standards.....	23

7.5 Land Uses Fronting Highway 89	24
7.6 Highway 89 Enhancements (Between 2700 South and 2100 South):	25
7.7 Highway 89 Enhancements (Between 2100 South and 1100 South)	25
8. Preservation of Environmentally Sensitive Lands	26
8.1 Sensitive Land Protection Strategies	26
9. Recreation and Amenities	28
9.1 Trails and Open Space Committee.....	28
9.2 General Trails Guidelines	28
9.3 General Park Guidelines	28
9.4 Pedestrian Routes.....	29

1. Introduction

Perry City, originally known as “Three Mile Creek” is located in Box Elder County, nestled between Brigham City, Utah and **Willard**, Utah. Perry is known regionally for its contribution of delicious fruit, vegetables, and row crops produced and sold along Highway 89 from Perry’s northern boundary to the Weber County line. Numerous fruit stands along the highway sell these fruits to tourists and Utah residents alike. This traditional way of life has shifted to the development of homes and businesses as growth investments have increased land values significantly over the past decade, and some farmers have sold their farm acreage for development. Historic summaries of Perry are contained in the introductions to the City’s Trails and Transportation Plan Elements.

Residential Growth

From 1990 to 2000, Perry City grew more rapidly than any other community in Box Elder County. This presents a unique challenge to a community that attracts new residents to its rural quality of life – and simultaneously shifts to a more suburban environment with the addition of each new home or business. This general plan documents a community visioning process that invited residents and stakeholders to explore growth strategies to accommodate Perry’s continuing growth trend, while exploring growth alternatives to assure that a high quality of life is maintained.



Perry City’s current 2005 population is estimated to be at 3,019 persons. This estimate is based on an average increase of 50 building permits per year between 2000 and 2003. This average increase of new homes applied over a five year period adds 250 new homes, or 780 new persons to Perry’s U.S. Census population estimate for the year 2000 of 2,239.

Perry City and Surrounding Region

Perry holds 6.3% of Box Elder’s 2005 population estimate of 47,896. This county estimate is from the Utah Governor’s Office of Planning and Budget (GOPB). Perry’s growth rate is almost four times the growth rate of north side Brigham City. Because of Perry’s smaller current population, Brigham City is expected to produce over twice the new growth of Perry by 2030 (See table 1).

GOPB had projected Perry’s 2005 population to be at 2,863, an estimate that is 5% less than the recent building permits estimate of 3,019. GOPB also forecasts 6,006 persons for Perry in 2030, or 8.8% of Box Elder County’s 2030 population projection of 68,088.

Perry’s building permit data from 1996 to 2003 **may** suggest a more rapid annual growth rate than state projections would indicate. Perry City’s population **may** likely reach 6,000 persons prior to the year 2030 (See table 2). In 2010, after the U.S. Census completes a new survey of population in Utah communities, the state of Utah (GOPB)

Table 1. Perry City Growth Rate compared to other Communities in Box Elder County

Community	Annual Growth Rate	2000 U.S. Census Population
Perry	7%	2,239
Tremonton	5%	5,592
Plymouth Town:	5%	328
Honeyville	3.6%	1,214
Willard	2.1%	1,630
Brigham City	1.85%	17,411

Table 2. Perry City Population Estimates & Projections

	2000	2005	2010	2020	2030
GOPB	2,239	2,863	3,665	5,085	6,006
Building Permit Estimate		3,019			

should provide a new population projection for the year 2030. This projection should be based on updated population estimates and Perry’s growth trend from the previous decade. This general plan effort seeks to comply with state-wide population distribution, but also recognizes that projected growth **may** occur sooner than forecasts have predicted.

Like most communities in Utah, Perry’s household size average **should** continue to decrease over time (See Table 3). This is due to a projected demographic shift to more retired households and younger families in the following years.

Non Residential Growth

GOPB estimates a total of 23,854 employees in Box Elder County in 2005, and projects 38,750 employees in the year 2030. Table 4 estimates current employees in Perry City by applying the percentage ratio of Perry’s population compared to the total county population, to countywide employees for the years 2005, and 2030. This method produces a current estimate of 1,503 employees for 2005, and 3,410 employees in Perry for 2030. While this estimate for 2005 is likely high, the 2030 estimate **may** be a reasonable planning target. The city **should** consider conducting a physical count of employees to refine the current employee count for future planning purposes. An employee count is useful for projecting work related travel demand, water consumption and waste water of nonresidential development.

Table 3. Perry City Household Size

2000	2005	2010	2020	2030
3.19	3.07	2.94	2.82	2.67

Derived from GOPB population and household projections

Table 4. Perry City Employee Estimates by Weighted Population

Pop. %	Perry Population	Box Elder Population	Perry % of Population	Box Elder Employees	Perry Weighted Share of Employees
2005	3,019	47,896	6.3%	23,854	1,503
2030	6,006	68,088	8.8%	38,750	3,410

The total number of employees in a community is different than the total number employed as listed in the 2000 U.S. Census for Perry City. The U.S. Census Table DP-3 for Perry City shows workers 16 years and over as 1,645, with an average commute time of 22.7 minutes to work. This would indicate that many of Perry's employed residents drive 5 to 10 minutes to Brigham City, and 20 minutes to 50 minutes south to Weber County, Davis County, or Salt Lake County. The U.S. Census reports that the majority of new workers (80%) in Box Elder County work outside of the county.

Public Involvement Process

This general plan is an update based on a community visioning effort conducted from April 2004 to December 2004. The visioning effort was conducted by Envision Utah, a non-profit planning organization focused on growth along the Wasatch Front. Envision Utah was guided by the regular input of a Steering Committee, comprised of several community citizens and stakeholders. In June of 2004, residents were invited through the city's newsletter to participate in a public workshop where input was gathered from a mapping exercise, and a visual preference survey. Later, in September 2004, residents were invited to attend a public open house where the results of the workshop were presented. 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 City Council.



Workshop participants build their vision of Perry for the year 2030.

A complete summary of workshop findings is available in the document, "Perry City Vision, 2005 to 2030."

2. Goals and Objectives

Perry's general plan is structured within the following seven categories that are based on the collective efforts of a steering committee during the visioning phase of this general plan update:

1. COMMUNITY-WIDE: Perry offers a pleasant living environment that is attractive to new residents and children of existing residents. Perry City **should seek to define and preserve quality of life attributes while accommodating new growth. Perry seeks to maintain and enhance its image as a "high quality of life" community.**

2. ECONOMIC: Perry City's foremost economic objective is to plan for and provide high-quality job opportunities for residents. Additionally, Perry **should pursue commercial retail development in cooperative manner with adjacent municipalities to build sales tax revenues. Accomplishing these goals **should** help to offset the tax burden and ensure prosperity and fiscal responsibility.**

- a. The city **should** develop and provide guidelines and incentives for expanding the job market- with an emphasis on higher-paying jobs.
- b. The City would like to target large-scale retail development that captures traffic from the I-15 and 1100 south; and smaller-scale commercial development along highway 89 and other internal arterials, such as 1200 West, where appropriate.
- c. Perry City would like to attract tourists to its commercial developments through promotion and support of regional destinations such as the Bear River Migratory Bird Refuge and the Golden Spike National Historic Site. City **should** consider regional recreation activities such as bike or other trails that connect to mountain and bird refuge areas.
- d. To foster this type of activity, Perry City could designate and plan for a central area (community/town center) with entertainment, shops, museum and/or other types of facilities to attract visitors and shoppers to a central location. This area could also accommodate housing in a mixed use setting (see housing below).

3. HOUSING: Perry City is committed to meeting the housing needs of current and future residents by providing housing choices.

- a. Perry City recognizes the variety of needs of its citizens and **should** plan for a range of housing types, provided that they meet aesthetic and other guidelines to ensure the future quality of life.
- b. The City **should** encourage the integration of parks and other amenities into new neighborhoods
- c. Perry City **should** explore options to create new zoning guidelines that allow greater flexibility in lot sizes and average densities to create site amenities such as parks or pasture areas. Through the drafting of new guidelines, the City hopes to avoid giving mixed signals to developers and intends to establish clear, high-quality residential development standards.

4. TRANSPORTATION: Develop roads that balance the needs of all users while assuring safety, appropriate design, and a level of efficiency that maximizes public investments.

- a. Public Transportation: plan for use of future commuter rail with potential shuttle route to 1) connect residents to nearby employment and commercial centers and 2) provide access for residents to local services.
- b. The City **should** explore appropriate street standards to service a variety of development types in the community, including commercial, housing areas, and mixed use areas.
- d. Perry City **should** increase its street connectivity for increased mobility and safety. Perry **should** also explore a north / south alternative to Highway 89. An expanded street network would reduce congestion and allow for improved emergency service to the community.

5. LAND DEVELOPMENT: Perry City seeks to maximize its development opportunities through efficient use of land.

- a. Encourage development in most appropriate areas and give developers opportunities and incentives to use land efficiently
- b. Perry City **should** consider the impacts of development to the community based on the density and location of proposed development.

6. RURAL QUALITIES: Encourage protection of sensitive lands and voluntary agricultural production.

- a. Consider appropriate development adjacent to natural and agricultural areas
- b. Promote continued sale of quality fruits and vegetables to the greater region to support current and future producers
- c. Define environmentally sensitive slopes and other lands that define Perry's rural character, and support preservation efforts.

7. AMENITIES: Perry City should seek to develop public amenities that enhance the quality of life for its residents. These may include neighborhood or outdoor facilities to promote recreation, education, and other community activities.

- a. Community facilities could include a recreation center or a sports complex.
- b. Perry City should seek to provide trail linkages to public open space areas and regional trails.
- c. Consider street tree programs to improve neighborhood aesthetics
- d. Identify a location for a cemetery
- e. Consider developing a library (perhaps a satellite of Brigham City's)

3. Community Land Uses

3.1 Planned Land Areas

(Refer to General Plan Map)

R-1: Medium Density Residential:

Single family homes with a 10,000 s.f. minimum lot size, or 4.35 units per net acre. This density is used to create a lot yield plan with sufficient Right-of-Way area to determine the maximum number of homes to be built in a development. Lot sizes **may** be adjusted without increasing the number of housing units to provide a greater variety of single family lot sizes, and to create open space amenities or parks in a development (See Section 6.1).

R-1-3: 1/3 Acre Low Density Residential:

Single family homes at a net density of 3 units per acre, or 14,520 s.f. area per lot. This density is used to create a lot yield plan with sufficient Right-of-Way area to determine the maximum number of homes to be built in a development. Lot sizes **may** be adjusted without increasing the number of housing units to provide a greater variety of single family lot sizes, and to create open space, amenities or parks in a development (See Section 6.1).

R-2: Medium / High Density Residential

An existing area of more compact residential development. The function of providing a more compact variety of housing is no longer be provided by this land use. Rather, the variety of single family lot sizes allowed in single family residential areas, and the variety of compact housing choices allowed in the following mixed use land areas replace the need for this land type.

R-1/2: Residential 1/2 Acre

Single family homes at a net density of 2 units per acre, or 21,780 s.f. area per lot. This density is used to create a lot yield plan with sufficient Right-of-Way area to determine the maximum number of homes to be built in a development. Lot sizes **may** be adjusted without increasing the number of housing units to provide a greater variety of single family lot sizes, and to create open space amenities or parks in a development (See Section 6.1).

RE- 1/2: Rural Residential 1/2 Acre

Single family homes at a net density of 2 units per acre, or 21,780 s.f. area per lot with 1 large animal right per unit. The purpose of this zone is to preserve some of Perry's rural quality while accommodating housing market demands for manageable lot sizes. This density is used to create a lot yield plan with sufficient Right-of-Way area to determine the maximum number of homes to be built in a development. Lot sizes **may** be adjusted without increasing the number of housing units to provide a greater variety of single family lot sizes, and to create a continuous open space pasture for livestock or smaller scale agricultural production (see Section 6.1). RE-1/2 is shown on tracts along the western environs of Perry's built core. The zone provides vistas of the community from the freeway between industrial zones and higher density developments.

Mixed Uses:

The following three categories of land use encourage a mix of commercial and residential land uses. Mixed uses **may** be attached or detached, and vertical (housing above commercial), or horizontal (housing adjacent to commercial). Mixed use development is intended to reduce traffic congestion in the community by providing residential opportunities to live closer to work and shopping. More residents mixed with commercial areas provides additional support to future retail, which supports the community's tax base, and provides a housing choice for future generations, or retiring individuals in Perry to find a suitable housing choice.

Increased residential development in these areas creates less development conflicts between single family neighborhoods and multi-family projects. Mixed use development could also support future transit in Perry by encouraging additional residents and jobs within a walkable distance to future transit stops. It also avoids the look and feel of segregated higher density housing as it is mixed with daily shopping and work activities. Moderate income and affordable housing **may** be integrated into mixed use neighborhoods by following the design guidelines detailed in Section 5.1.

Mixed uses development increases the density and development opportunities on land, which **may** likely increase the value of the land. Perry City **should** consider the option of requiring the purchase of TDRs, or Transferred Development Rights from land owners of sensitive areas to achieve maximum density potential in mixed use areas.

Single family homes **may** be developed in mixed use areas, but prospective buyers must be informed by a developer that future surrounding development could be of mixed use variety.

MU-R: Mixed Use Residential

An area where retail and office commercial **may** be combined with multi-family or higher density single family residential uses. The predominant uses **should** be residential to provide for a greater housing variety in the community, to encourage live work units, and to encourage additional shoppers or employees living near retail or work opportunities.

MU-O: Mixed Use Office

These areas are intended to attract jobs, including research park facilities, corporate head quarters, or light interior industrial uses. Housing and retail **may** be integrated to support the primary goal of attracting quality jobs to the community.

MU-C: Mixed Use Commercial:

An area where retail and office commercial **may** be combined with multi-family or higher density single family residential uses. The area **should** primarily consist of commercial development with the option of integrating multi-family and smaller single family homes, as well as office buildings. Mixed uses **may** be attached or detached, and vertical (housing above commercial), or horizontal (housing adjacent to commercial).

Neighborhood Commercial:

This land use option is to be an overlay option along much of the frontage of Highway 89/91. It provides land owners the option of integrating a retail or office commercial use into single family or other neighborhood types. As described in section 5.2, conditions shapply for a business to be approved. To keep driving conditions safe, access is not allowed onto Highway 89/91, but rather onto intersecting streets or a new frontage road that parallels the highway. Owners of these businesses **may** still realize the advertising benefit of visibility along the highway. Businesses of greater size and traffic impact **should** be located closer to intersections with the highway to reduce the traffic through residential neighborhoods. Smaller businesses that generate fewer visits and traffic are permitted along a frontage road within a residential neighborhoods. All businesses in this area **should** include pedestrian friendly and traffic calming elements, including landscaping, sidewalks, and parking to the side or rear of the business.

Civic:

Areas of current and future city offices, utilities, and services, and current and future school sites

Institutional:

Private institutions open to the public, including churches and museums.

Neighborhood Park:

Public parks, open spaces, and trail corridors.

Commercial:

This is similar to the existing commercial developments at Point Perry, Maddox Ranch House, and Wal-Mart. Its purpose is to attract visits from traffic along 1100 south and I-15, and to serve as a retail anchor to surrounding mixed use developments where designated. The Commercial designation is to be developed exclusively as retail, office and service uses.

M/I – L: (Manufacturing/Industrial Limited)

This zone envisioned for the new freeway interchange on 2950 South provides an area for interior manufacturing, small retail centers, and smaller scale storage. Heavy industrial uses with large ware houses and outdoor storage are unsightly and **should** not be approved in this zone.

M/I: Manufacturing/Industrial

Intense manufacturing developments are to be separated from residential and office land uses. Uses include outdoor storage and large warehouses.

Manufacturing /Industrial development as shown on the General Plan Map **should** be separated by agricultural uses or wetland preserves to maintain favorable views of the community.

Agriculture:

Agricultural areas continue where it is not feasible to extend services for new development or where land owners choose to continue farming activities. Land development near agricultural areas **should** minimize conflicts with farming through site design standards (See Section 8). Land owners in Agricultural areas maintain rights to own animals and conduct agricultural operations, provided that reasonable efforts are made to minimize the external impacts of dust and sprays on residential areas.

4. General Community Development Guidelines

4.1 Compliance with the General Plan

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 built with significant public outreach to a cross section of interests and perspectives in the community. The plan is a guide to land owners, developers, and investors, to help them plan and propose new development that fits within the greater community context.

Zoning ordinances and land use policies are intended to support this plan, and establish understanding of future development for developers and existing residents alike. Perry city recognizes that a general plan document cannot adequately predict or describe all details of the future needs and complexities of a growing community. As such, this plan **should** be updated every five years, and revisited twice a year with public hearings to consider necessary amendments.

Utah Code 10-9-03, on Plan adoption, section 6 states (a) The general plan is an advisory

guide for land use decisions and (b) the Legislative body **may** adopt an ordinance mandating compliance with the general plan.

This general plan document applies sections (a) and (b) of Utah Code 10-9-03 as stated above, by functioning as a document containing both advisory and mandatory elements. This affords the City more time to create zoning ordinances and zoning updates that comply with all general plan elements. The City of Perry **should** seek to update zoning ordinances in an expedient manner to comply with the recommendations and mandates of this general plan. The City **should** also update advisory elements of this general plan to become mandatory as zoning updates occur.

This general plan provides advisory language when statements contain the word "**should**," or "**may**." This plan provides mandatory language when statements contain the word "**shall**," or "**will**."

General Plan Policies

4.1.a All zoning ordinances and zoning map amendments **shall** be made in accordance with mandatory elements of the Perry City General Plan.

4.1.b It is hereby declared to be the policy of Perry City that zoning ordinances and land use zoning areas **shall** be amended only when changed or changing conditions render the proposed amendment reasonably necessary to promote the purposes of the Perry City General Plan.

4.1.c Public hearings to consider amendment to the Perry City General Plan **shall** take place no more than two times during the year, to be held upon request during the first or second half of the year.

4.2 Minimize Growth Costs

New growth **should** have a neutral effect on the city budget. New developments **should** maximize the use of already existing roads and infrastructure, where feasible; otherwise, impact fees **should** cover the financial burden of providing services.

General Plan Policy

4.2.a Perry City **should** not subsidize the costs of development, and require that developers pay for the extension of sewer, water, and road infrastructure, including development impacts to service new development.



Contiguous Growth, maximizes infrastructure



Dispersed, inefficient growth

5. Economic Development Guidelines

5.1 Primary Business District

Perry's Primary Business District is defined as a commercial and residential area that fosters a mix of uses and activities, such as retail, hotel, office, entertainment, educational, and residential (see general plan map mixed use and commercial areas). This environment is intended to attract shoppers, tourists, residents and employees within one area. Automobile circulation **should** be designed to respect pedestrian activity and create a place where people can gather to work, recreate, socialize, dine, shop, and live.



Example: small business district

Mixed Use and Commercial Design Standards

5.1.a Buildings **should** be located close to the street with windows and entrances that are inviting to pedestrians.

5.1.b Parking **should** be oriented to the side and rear of buildings to assure an inviting street environment for pedestrians.

5.1.c On-street parking **should** be provided to improve access to buildings.

5.1.d Businesses with varying peak parking hours **may** share parking facilities to reduce total surface parking area.

5.1.e Street trees and parking lot trees **should** be included to reduce heat and enhance neighborhood aesthetics.

5.1.f Residential development **should** compliment retail and office development by occurring above ground level commercial, or by matching the look and style of adjacent commercial development.

5.1.g The majority of Perry's higher density residential development **should** be located in this district.



Riverwoods, Provo: residential above commercial



Example of side and rear parking

5.2 Neighborhood Commercial:

Commercial development near single family and multi-family residential areas **should** be built at a scale and character compatible with surrounding development. These businesses **should** not attract excessive traffic and **should** serve the needs of the neighborhood or incidental traffic through the neighborhood.

These standards apply to the Neighborhood Commercial zoning overlay that fronts Highway 89 / 91. Perry City recognizes the commercial and economic development opportunities associated with the high volume of current and future traffic on the highway. However, stretches of this highway already produce an accident rate that is higher than the state highway average (see Transportation Plan, 2.6 and 2.7). This is due to the existing road access that encourages vehicle turns to and from homes and businesses.

Performance Standards

5.2.a General parking lot access to businesses must access a frontage road or interesting road to Highway 89/91 as defined in section 7.5.

5.2.b Buildings **should** be located close to the frontage street or intersecting street to Highway 89/91 with windows and entrances that are inviting to pedestrians.

5.2.c Parking **should** be located to the side or rear of the building. On street parking is permitted as indicated by road paint or signage.

5.2.d The commercial unit **may** place a pole sign to the rear of the property (fronting highway 89 / 91), and a smaller sign on the front of the building or a monument sign along the frontage road.

5.2.e Street trees and parking lot trees **should** be added to increase the aesthetic appeal of the site.

5.2.f Accessory residential units **may** be included to provide additional residential opportunity and evening hour occupation to enhance the safety during non-business hours.

5.2.g The commercial permit **may** be revoked if unsightly storage, noise, or over-crowded parking activities adversely affect the quality and value of the neighborhood.



Jack's Market, Stansbury Park, Tooele County with an accessory dwelling unit above the retail space below.

6. Housing Guidelines

Perry City recognizes the variety of housing needs of those seeking to establish residency in the community. The following housing guidelines encourage broad range of housing types with aesthetic guidelines to ensure the future quality of life.

Affordable Housing Component

This section provides housing options that support the affordable housing guidelines as outlined in Perry's Affordable Housing Master Plan Component.

6.1 Density Based Zoning in Single Family Areas

Single Family zones in Perry **may** apply flexibility in design requirements to encourage neighborhood amenities and to encourage a variety of single family housing in new neighborhoods. This technique can increase the value of neighborhoods and allow developers to sell homes more quickly to a wider market segment.

Design Standards

6.1.a The zoning density of each single family zone is a baseline density, or the maximum number of future homes that **may** be developed.

6.1.b Lot sizes **may** vary to provide for the market demand range of single family lot sizes and price ranges.

6.1.c Open space areas **may** qualify as public city parks pending continuing recreational amenity studies (See Section 9.1). Otherwise the developer **may** establish a home owner's association (HOA) to maintain any private open space amenities.



Typical minimum lot size zoning: all lots are 1/4 acre.



Density-based subdivision: different lot-sizes, same number of lots with park and open space amenities added.

6.2 Smaller Single Family Lot Design

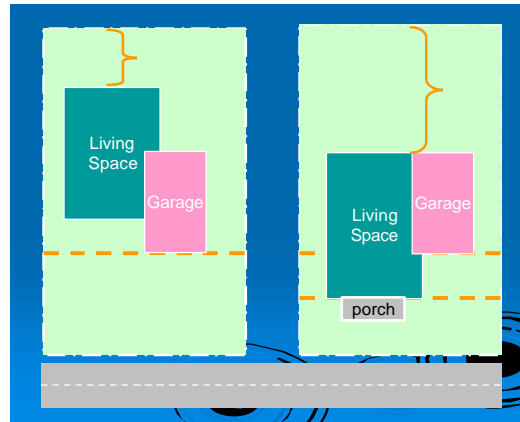
Homes on lots below 8,000 s.f. **should** maximize the back yard area and improve the architectural appeal of the home by reducing the front yard set back, and by deemphasizing the garage. This goal could create greater neighborhood appeal, increase the usable private area behind the home, and reduce the irrigation area in the front yard.

Design Standards

6.2.a A reduced front yard set back applies only to the living area of the home and **should** not be less than 10 feet.

6.2.b The garage setback **should** be no less than 20 feet to accommodate guest parking outside of the garage.

6.2.c Garages that are flush with the front elevation of a home **should** not exceed 40% of the front façade width.



Site plan on left with deep front yard set back, Site plan on the right with reduced setback and architectural standard applied.



Home with reduced setback, recessed garaged

6.3 Multi-Family Design Standards

New multi-family buildings **should** be designed to be compatible with nearby single family homes and the broader community by hiding parking areas and ensuring that window and door openings face public streets and walkways.

Perry city discourages the mass repetition of multi-family designs in a development or neighborhood to avoid declining neighborhood value. Designs **should** follow two general styles to enhance the character of the community, including: 1. Town homes, and 2. Grand House Apartments / Condos.

Town homes are of greater value than most multi-family housing because an owner or tenant has increased privacy without having to live above or below a neighbor. Grand House apartments emulate the look of a large home while providing a variety of apartments or condominiums under one roof. The look of a large home is achieved by providing only one front entrance to the building, and by designing multiple units that are accessed by a central hallway system. Many grand house apartments were once large single family mansions converted to apartments.



Town home style units facing the public street with landscaping enhancements



Town home style units with back yards facing the public street

Design Standards

6.3.a Apartment and condominium buildings **should** face the public street, and feature front porches and vertically oriented windows to provide a traditional look and feel.

6.3.b Town home style units **may** place multiple entrances to the street if front porches are included, and if the front wall plane is recessed or protruded by no less than two feet where each unit connects on its side(s).

6.3.c Grand house apartments / condos **may** not build more than one entrance per side elevation of the structure, and **should** provide a porch of appropriate scale to the size of the building.

6.3.d Parking for multi-family residents and guests **should** be placed behind buildings, and **should** be screened by landscaping from public streets.

6.3.e Street trees and other landscaping **should** be encouraged along multi-family units to create additional visual privacy and ambience to the neighborhood.



Grand house apartment examples with concealed parking or limited entrances.



7. Transportation Guidelines

This section identifies land use requirements for creating new Right-of-Ways in new development. Perry's Road Master Plan Map shows existing and future major roadways to service the community. All development proposals, large or small, **should** be required to provide for new roads as shown on the plan. Developments **should** dedicate rights-of-way and appropriately develop roads within each project consistent with this plan, and with design standards listed under section 7.1. Single lot projects and other smaller projects **should** be scrutinized closely to see that road connections are not ignored or overlooked.

The alignments shown in the Road Master Plan are conceptual, and **will** require the developer to obtain additional detailed design and surveying as proposals are prepared for review by the City. The review process **will** assure that property boundaries or natural features do not interfere with the development proposal.

7.1 Street Connectivity

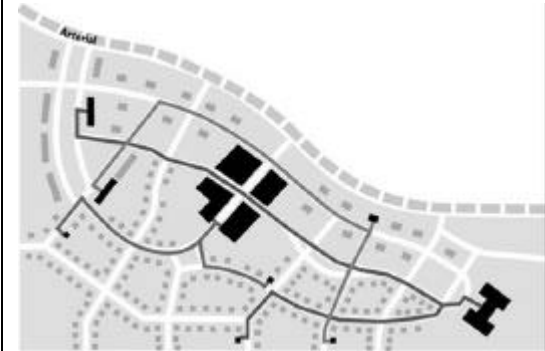
New streets in Perry City **should** be interconnected to ease pedestrian and bicycle movement, enhance safety and emergency response efficiency, and disperse traffic.

Design Standards

7.1.a New development street configurations **should** comply with Perry's Roads and Transportation Master Plan maps.

7.1.b Cul-de-Sacs **will** generally be discouraged except under one or all of the following circumstances:

1. The development fronts a road that **should** limit frequent access (such as Highway 89).
2. The development is adjacent to non-developable slopes or wetlands that would restrict a through-street.
3. Cul-de-sacs reduce connectivity by no more than 15% of a continuous block pattern.



Connected streets allow multiple routes and disperse traffic

7.2 Road Width

Perry City's street design and road width standards **should** vary with the traffic and parking demand for each specific street and corresponding land use. Reduced street widths where appropriate encourage slower driving speeds and reduce neighborhood heat reflection and temperatures during summer months. Reduced pavement allows for a narrower Right-of-Way while accommodating space for planting strips with street trees and snow piling during winter months.

Perry City intends to reduce road maintenance and road replacement costs by requiring reduced pavement widths on streets that carry minimal traffic volumes, particularly in lower-density residential neighborhoods (See Two-Lane Cross Section, Figure 4-1 in the Perry City Transportation Master Plan). On-street parking demand is minimal in residential neighborhoods with a net density of 3 units per net acre or lower because there is ample space on these lots for driveway and automobile parking. Perry's site design standards for these residential densities **should** assure sufficient parking on the property to minimize the demand for on-street parking. Wider pavement widths are required where more traffic and parking demand is expected, such as in higher density residential, commercial districts, or mixed use development areas, or where community automobile circulation generate above-average traffic volumes on a street.

Design Standards

(Compare to Transportation Master Plan, Figure 4-1: Suggested Typical Cross Sections)

7.2.a Perry's local street width is 24 feet (plus curb and gutter) for residential areas zoned at 3 units per acre or less. Gutters **may** be replaced by 6 foot grass or vegetated swales to preserve rural character in a development. A 4 foot side walk **should** be provided on at least one side of the street. Street trees **should** be required on both sides of the street (See Section 7.3).

7.2.b An 8-foot parking lane (9 ½ feet total with curb) **may** be painted on one side of a 24 foot street to discourage parking on the other side and to calm traffic. This street standard supports speeds up to 25 miles per hour.

7.2.c A street width of 39 feet (plus curb and gutter) **may** apply to collector streets in residential areas with a density of 4 units per acre or greater, and to commercial and mixed use areas. This would accommodate parking on both sides of the street with slower driving speeds at 30 to 35 miles per hour. Street trees require a planting strip width of 6 feet.

7.2.d Commercial and mixed use areas **should** require a sidewalk width of 5 feet to support additional pedestrian use.



Above: 24 foot pavement with curb and swale in a 66 foot Right-of-Way, adapted from the Two-Lane Cross Section, Figure 4-1 in the Perry City Transportation Master Plan. Below: 39 foot pavement with curb and gutter (42 feet from curb to curb in a 66 foot Right-of-Way).



Above, a variety of street widths appropriate to the varying level of travel and parking needs in a community.

7.3 Street Trees

Street trees with ample planting strips **should** be provided between the street pavement (or curb) and sidewalk in new residential and commercial developments. Street trees create privacy and visual quality, cooler neighborhood temperatures (requiring less air conditioning and landscaping irrigation), and they reduce winter freeze / thaw contractions and extend the life of road pavement. Street trees also add significant value to homes and neighborhoods for resale and investment.

Design Standards

7.7.a Street trees **should** follow the approved tree list with root systems that do not interfere with sidewalks. Street trees require a planting strip of at least 5 feet wide.

- 7.7.b Street tree spacing standards **should** encourage a consistent linear tree canopy above the sidewalk and street edge to maximize shade, protect the pavement and reduce water evaporation.
- 7.7.c Street trees and home landscaping **should** not interfere with visibility at street intersections.
- 7.7.d Building permit approval **should** be contingent upon the owner or developer planting street trees, including sprinklers and landscaping in the right-of-way.
- 7.7.e The homeowner or business owner **will** maintain street trees, and **may** be subject to fines for neglect of trees.
- 7.7.f Street trees must be planted on the property edge of the sidewalk for streets with 24 foot pavement (See figure 7.4.c)



A 66 foot Right-of-Way with street trees, curb, gutter and sidewalks and 39 feet of pavement.

7.4 Rural Residential

Rural Street and Open Space

Characteristics to Reduce Storm Drainage

To enhance rural character, concrete gutters **may** be replaced with grass swales in a planting strip to reduce surface water volumes and storm drainage infrastructure, and to enhance the rural Character of Perry. Swales **may** only be applied to neighborhoods designated at 2 units per acre or less to avoid vehicle parking and damage to the swale vegetation cover.

Design Standards

- 7.4.a Swales **may** replace a gutter by creating a low point of at least 6 inches in the center of the 6 foot planting strip.
- 7.4.b Driveways that cross the swale must include a 12 inch culvert to allow drainage water to pass underneath drive surface.



Figure 7.4.c
A 66 foot Right-of- Way with 6 foot swales, street trees, curb, sidewalks and 24 feet of pavement. Street trees shown in swale or outside of sidewalk.

7.5 Land Uses Fronting Highway 89

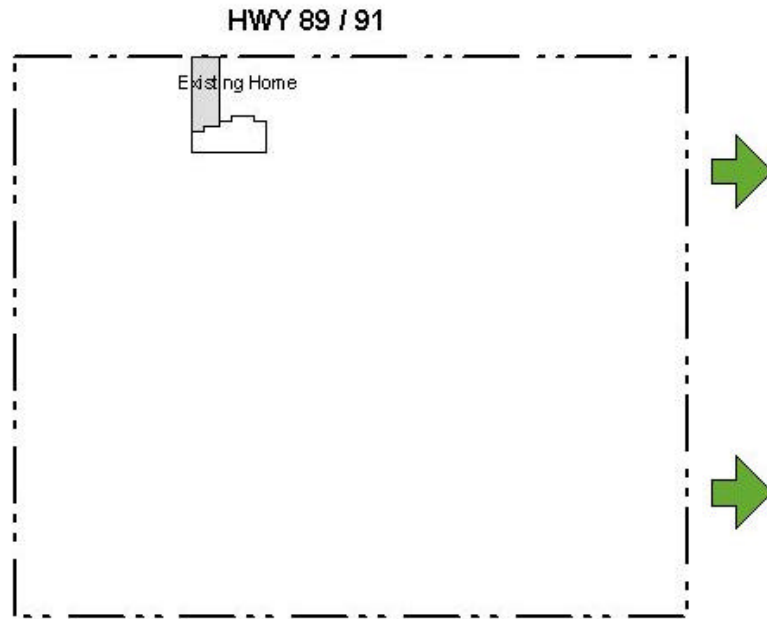


Figure a.

Figure a above shows acreage fronting Highway 89/91 with one existing home on an otherwise vacant land parcel. The subdivision of this acreage (figure b) illustrates Perry's City's requirement for all new homes and businesses to access a frontage road, or existing or planned roads that intersect with the highway. The existing home **should** also create a new primary access to the frontage road as the land is developed. The frontage road is to be built by developers to protect the safety of new residents and drivers on the highway. Perry's Transportation Master Plan documents the high accident rates currently experienced on the highway from 2500 South to 1850 South (See page 2-14).

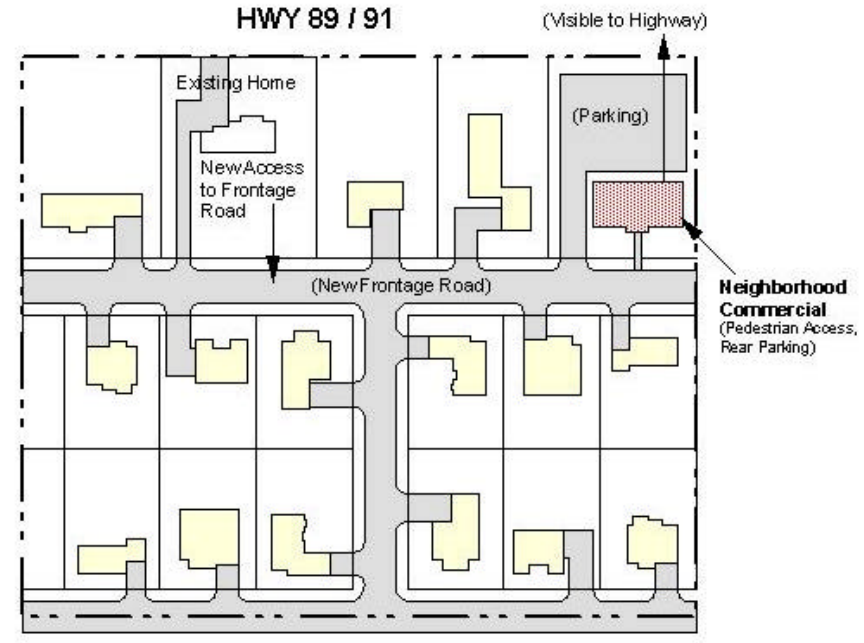


Figure b.

Commercial development **should** be integrated in a compatible manner with surrounding residential development by situating parking to the side or rear of the primary structure, and by providing a front yard and pedestrian access to the frontage road (See Section 5.2). Commercial highway development with frequent visitor demands **should** be encouraged closer to streets that intersect with the highway to minimize neighborhood traffic.

7.6 Highway 89 Enhancements (Between 2700 South and 2100 South):

This segment of the highway contains some historic residential and commercial units with stretches of vacant land between. As vacant land continues to develop, and as community trails are built, additional pedestrians **may** seek to walk along the highway or cross it to access activities on the other side. Perry's Transportation Plan describes a Transportation Advisory Committee list of highest priority projects, which includes a pedestrian underpass or overpass at 2450 South, a traffic signal and deceleration lane at 2700 South, and an access management study along US-89 through Perry City Limits.

Potential Enhancements:

Perry City **should** encourage safety enhancements in an on-going dialog with UDOT. City goals include slower speeds of 40 mph near key intersections, street trees to beautify the City and calm traffic near active pedestrian areas, and visible crosswalks with pedestrian refuge points at the central median and street edges.

7.7 Highway 89 Enhancements (Between 2100 South and 1100 South)

This segment of highway experiences extensive commercial visits and traffic, especially starting in early evening hours when area residents frequent restaurant and movie entertainment venues.

Perry City **should** encourage new development to access frontage roads or existing or planned roads that intersect with Highway 89 (See Section 7.5). Existing businesses and homes **should** convert their primary access to frontage roads or shared access points as additional development is added near existing development. This **should** improve the safety on Highway 89-91 as additional traffic is generated from new homes and businesses.

Potential Enhancements include: Main Street-type appearance and speed reductions to 35 - 45 mph, pedestrian refuge at key crossing points (including central median and street edges), street trees, widened sidewalks, and additional pedestrian crossing lights.



Image of Highway 89 / 91 in Perry.

8. Preservation of Environmentally Sensitive Lands

Perry City supports land owners that wish to preserve key rural open space areas for the future, and seek to encourage compatible development adjacent to preservation areas.

Desirable open space areas include:

- a. Preservation of mountain benches above 20% slopes
- b. Jurisdictional wetlands as to be determined through the current SAMP (Special Areas Management Plan) process.
- c. Quality orchards or produce farms that owners are desirous to continue operating.

8.1 Sensitive Land Protection Strategies

During the visioning workshops held in 2004, residents showed a preference to keep some of the perimeter areas of Perry as lower density with the potential of clustering development to create open pastures for animals or agriculture. The mapping exercise also showed some support for preservation of higher mountain bench areas with public trail access to a community and regional trail system (See Perry City Vision, 2005 to 2030).

8.1.a Mountain Bench Preservation

Perry City restricts development of property on slopes above 20% grade in the ES zone. Land owners **may** cluster homes onto slopes lower than 20% through a flexible lot size option with a fixed gross density (See Section 6.1). Cluster development could apply to multiple parcels so that homes might be clustered away from the upper bench areas, and located on lower bench areas.

8.1.b. Transferred Density Consideration

The City **may** consider a future option of allowing non-adjacent parcels to cluster development, or to allow transferable development rights that would allow land owners to sell their density, or development rights to areas where higher density is more appropriate. This would create a trade off between more development density in one area and preservation in other areas (See Mixed Uses on page 11, under Section 3., Community Land Uses).

8.1.c. Wetlands Planning

Continued study and City involvement in the Box Elder County Special Areas Management Plan (SAMP) could help the city determine which wetlands are jurisdictional and which wetlands **should** be preserved or developed through mitigation.

8.1.d. Wetlands in Agricultural Areas

Agricultural land with wetland areas could be used as storm water detention or retention areas as community development adds additional impervious surfaces, and existing storm water detention capacity is filled. Open detention areas **may** be created through cluster development, and serve as a visual compliment to future industrial development located in West Perry (See Industrial / Manufacturing and Agricultural land use descriptions under Section 3., Community Land Uses).

8.1.e. Farmland in Perry

Farmers are likely continue to operate their orchards and pastures for years to come as Perry City’s projected growth demands gradually convert agriculture to development. Farming is the next most profitable economic activity for land in the community, and the city **should** protect the farming rights of existing residents that cultivate their property or raise animals by educating prospective residents of new subdivisions of adjacent farming uses.

8.1.f The City **should** require new developments near existing agricultural areas to prepare a “Waiver of Complaint” form that is required as a conditional use for a building permit. The agreement becomes a deed record acknowledging that the new home is located near agricultural production with a waiver of the right to complain against responsible agricultural activities that take place on the land. The form **should** also consent to avoid trespassing and release of debris onto neighboring farm areas.

8.1.g To avoid overspray incidents with nearby residents, the City **should** encourage adjacent residential development to build a variety of lot sizes through flexible lot size zoning, with the back yards of larger lots backing to the preserved farm / orchard area (See Section 6.1). Fencing between new residential and agricultural areas **should** be required of developers to prevent crop damage from subdivision residents.

9. Recreation and Amenities

Visioning workshops held during the summer of 2004 generated input from 50 community residents and stakeholders, including their suggestions for general community amenities that were desired. The survey, although not scientific, shows community support for two major categories of amenities, including recreational, and cultural (See figure c, at right). Recreational resources listed include both indoor and outdoor activities for residents, including trails, parks, sports facilities and community centers. A library and cemetery were identified as potential cultural resources. Strong support for trails supports the findings of a trails survey conducted in 2001 for the Perry City Trails Plan. The City of Perry supports the findings and recommendations of the Perry City Trails Plan, and relies on its content as a Trails Element of the Perry City General Plan.

9.1 Trails and Open Space Committee

Standards for other community recreation amenities such as parks, and sports facilities requires continued planning and study by a Trails and Open Space Committee. The committee **should** explore appropriate locations and spacing of future recreation sites to best compliment the community trail system, while considering costs and efficiency for the maximum benefit to residents.

9.2 General Trails Guidelines

Additional trails routes, and access points to trails from new and existing development **should** be considered and updated to the Trails Plan as required. Trails and walking routes (as described in Pedestrian Routes, pg 25) **should** link public destinations such as parks, activity centers, open space preserves, and especially to planned regional trails and facilities such as the Bonneville Shoreline Trail, Perry Canyon, and the Bear River Migratory Bird Refuge.

9.3 General Park Guidelines

The presence of parks in Perry City **should** compliment development areas so that all residents and employees in the community are able to access a park by foot within a comfortable walking distance. The Trails and Open Space Committee **should** define this distance as well as the location and frequency of parks required to achieve this goal.

Parks **should** vary in size and function to compliment a variety of needs and interests in the community, including sports facilities, natural areas, pocket parks, trail destinations, exercise facilities, skating, sitting, and picnic areas.

Reference to indoor recreational and cultural facilities **should** be made as complimentary components to a park site plan.

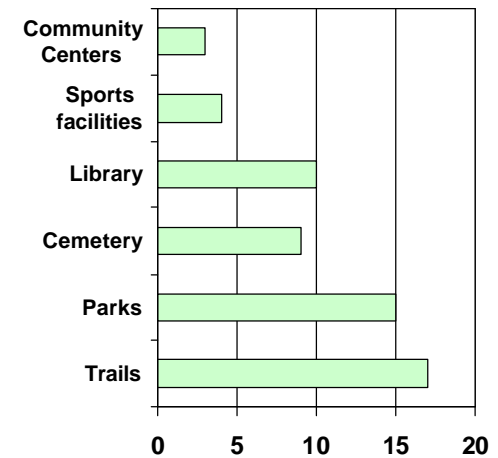


Figure c. Repeated general comments from 50 participants at public workshops in 2004.

9.4 Pedestrian Routes

Many Perry City residents have expressed concern with pedestrian safety and feel that additional consideration **should** be given to improving pedestrian mobility.

The Trails and Open Space Committee **should** identify key areas where current and future pedestrian street crossings are unsafe, and identify crossing design strategies as recommendations to the City. The committee **should** reference Perry's Transportation Master Plan, Sections 2.8.2 and 4.2.2 (Pedestrian and Safe Routes to School), 4.2.1 (Bicycles/Trails), and 5.2 (Recommended Projects, including Pedestrian access across US-89). A continued dialog **should** occur with UDOT to identify the key intersections on Highway 89-91 where pedestrian crosswalks, flashing yellow lights (activated by pedestrians), median refuge points, or sidewalk enhancements for a stronger pedestrian emphasis **may** be appropriate.



A pleasant, safe pedestrian environment and crosswalk on a major road in Sugarhouse (Salt Lake City)