



# HURRICANE CITY UTAH

**Mayor**

Nanette Billings

**City Manager**

Kaden DeMille

## City Council

*Joseph Prete  
Dave Sanders  
David Hirschi  
Kevin Thomas  
Doug Heideman*

### **Hurricane City Council Meeting Agenda**

November 2, 2023  
5:00 PM

City Council Chambers 147 N 870 W, Hurricane

Notice is hereby given that the City Council will hold a Regular Meeting in the City Council Chambers 147 N 870 W, Hurricane, UT. [Meeting Link on Webex](#) Meeting number: 2630 456 5376 Meeting password: HCcouncil Join from a video or application Dial 26304565376@cityofhurricane.webex.com. You can also dial 173.243.2.68 and enter your meeting number. Join by phone +1-415-655-0001 US Toll Access code:26304565376. A silent roll call will be taken, followed by the Pledge of Allegiance and prayer by invitation. **THOSE WISHING TO SPEAK DURING PUBLIC FORUM MUST SIGN IN WITH THE RECORDER BY 6:00 P.M.**

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#### **5:00 p.m. Pre-meeting**

1. Agenda Summary

#### **6:00 p.m. - Call to Order**

Prayer

Thought

Pledge of Allegiance

Declaration of any conflicts of interest

Minutes of the Regular City Council Meeting for October 19, 2023

#### **Public Forum – Comments from Public**

Please Note: In order to be considerate of everyone attending the meeting and to more closely follow the published agenda, public comments will be limited to 3 minutes per person per item. A spokesperson representing a group to summarize their concerns will be allowed 5 minutes to speak. Repetitious commentary will not be allowed. If you need additional time, please request agenda time with Cindy Beteag in writing before 5:00 p.m. the Wednesday one week before the Council meeting.

#### **OLD BUSINESS**

1. Resolution 2023-30: Consideration and possible approval of a **General Plan Amendment to adopt a Downtown Master Plan.**
2. Consideration and possible decision to open or continue with the **closure of 100 West** between SR9 and 100 South

3. Ordinance 2023-12: Consideration and possible approval of a **Land Use Code Amendment to adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to affordable housing**. Hurricane City Planning.
4. Ordinance 2023-19: Consideration and possible approval of a **Land Use Code Amendment to Title 10 Chapter 7 Subsection 23** regarding grading permits. Hurricane City Applicant.
5. Consideration and possible approval of **Ordinance 2023-18 amending Title 1, Chapter 10 regarding surplus property**

#### **NEW BUSINESS**

1. Discussion on the proposal to **exchange City owned property for infrastructure and grading**-Beau Davis
2. Consideration and possible approval of a **proclamation designating October 30-November 3 as National Veterans Small Business Week**
3. LUCA 23-10: Consideration and possible approval on a Land Use Code Amendment regarding **Title 10 Chapter 51 Subsection 13 regarding whole house vacation rentals**. Hurricane City, Applicant.
4. Closed Meeting held pursuant to Utah Code section 52-4-205, upon request

#### **Adjournment**

I hereby certify that the above notice was posted to the city website, ([www.cityofhurricane.com](http://www.cityofhurricane.com)) posted to the state public notice website, and at the following locations:

1. City office – 147 North 870 West, Hurricane, UT
2. The Post Office – 1075 West 100 North, Hurricane, UT
3. The library – 36 South 300 West, Hurricane, UT

\_\_\_\_\_ for the City Recorder

## **Agenda Summary for Hurricane City Council November 2, 2023**

**5:00 p.m. Pre-Meeting**

**6:00 p.m. Call to Order**

Approval of October 19, 2023, minutes

### **Old Business**

1. After a series of workshops with the City Council and staff on the recommendations and implementation of the Downtown Master Plan staff believes we are ready for adoption. The changes proposed by the City Council have been addressed and sent to our consultant for integration into the plan.
2. On May 18th, the City Council voted to close 100 W from State St to 100 S from Memorial Day to Labor Day. The Hurricane City General Plan, as well as the Downtown Master Plan up for adoption this meeting, recommend that the City turn 100 W into a pedestrian plaza. The City Council directed that the road remain closed until a final decision on the Downtown Master Plan was made. Staff believes the road closure has worked out fairly successfully, however the road could potentially be reopened without affecting the recommendations in the Master Plan.
3. In order to promote and incentivize the production of affordable housing, as well as further the goals of the Moderate Income Housing Plan, staff is providing three incentives for developments that deed restrict 10% of their units for affordable housing
  - A 15% density bonus
  - A 50% discount on City impact fees
  - Reduced setbacks and lot sizes in single family developments
4. This item was continued from the last meeting so the Council could review what Washington City did for grading permits.
5. This item was also continued from the last meeting to give everyone more time to think about the best process for disposing of assets.

### **New Business**

1. Beau Davis is offering to construct an additional 107 linear feet of curb, gutter, sidewalk, and 1,600 sq. ft of pavement. Remove all trash and debris that has collected over the years in the retention basin. Grade and cover west slopes of retention basin with more erosion resistant material than the current native soil. Estimated 3,975 yards of material to be moved in reshaping and cleaning retention basin and 476 yards of material imported and placed along west embankment. 1,200 sq/ft of rock retention wall constructed in exchange for 0.85 Acres of the existing parcel.

The purpose of the discussion is to determine if the proposal to exchange property for infrastructure and grading is beneficial to the community. If the Council agrees this is

the best use for the property, then it will have to be advertised as a public hearing before it can be declared as surplus.

2. The Southern Utah Office for the US Small Business Administration is celebrating the 10th annual National Veteran Small Business Week (NVSBW) from Oct. 30 – Nov. 4. It is time to honor and support the one out of every ten small businesses that are owned and operated by our veterans. This year, specifically for Southern Utah, they will be hosting the 3rd annual Veteran Unite conference on Nov. 2nd to celebrate NVSBW and to bring together our Southern Utah Veterans. They are asking for the City's support of the veteran entrepreneurs.
3. Staff received direction from the City Council to prepare an ordinance update limiting the expansion of whole home vacation rentals in the City. These are single family homes that are not owner occupied that are rented on a short-term basis in an otherwise long-term residential neighborhood. These units have historically caused the most enforcement difficulties. After discussion with the Planning Commission, staff has prepared two possible changes to the whole home vacation rental ordinance. These changes do not affect residential hosting or recreation resort units.
4. Closed Meeting



Minutes of the Hurricane City Council meeting held on October 19, 2023, in the Council Chambers at 147 North 870 West, Hurricane, Utah, at 4:00 p.m.

**Members Present:** Mayor Nanette Billings and **Council Members:** Dave Sanders, David Hirschi, Doug Heideman, and Kevin Thomas. Joseph Prete (online)

**Also Present:** City Manager Kaden DeMille, City Attorney Dayton Hall, City Recorder Cindy Beteag, Human Resource Director Sel Lovell, Police Deputy Chief Kurt Yates, Power Superintendent Scott Hughes, Parks Superintendent Darren Barney, Street Superintendent Weston Walker, Public Works Director Mike Vercimack, City Planner Gary Cupp, Planning Assistant Fred Resch III, and Building Official Larry Palmer

## AGENDA

### 4:00 p.m. Work Meeting

#### 1. Agenda Summary

#### 2. Swearing in of new police officers

Mayor Nanette Billings recognized all of the officers serving in Hurricane City. Deputy Chief Yates introduced Garrett Crow.

Cindy Beteag swore in Officer Garrett Crow.

#### 3. Discussion regarding Title 10, Chapter 52, and Title 1, Chapter 4 with regard to affordable housing

Gary Cupp reported that the City Council directed staff to incorporate more conservative affordable housing incentives. Fred Resch III provided a presentation describing the status of the current housing market and the median household income. Last year, Hurricane City passed a Moderate Income Housing Plan. He explained that the plan includes a series of incentives. The incentives offer a density bonus and impact fee waivers for developers who provide affordable housing. Mr. Resch III reviewed the affordable housing definition.

The key proposal provides a twenty percent density bonus. The bonus is meant to offset the developer's loss of opportunity. Mr. Resch III noted that the impact fee waiver only applies to the units that will be rented at an affordable rate. Ten percent of the units must be dedicated to affordable housing within the current ordinance. Mr. Resch III provided an example based on a fifty-acre development. If ten percent of the units are dedicated as affordable, the density will be increased to seventeen units per acre. The affordable units are drastically reduced if the density bonus is reduced to ten percent. He reported that the City Council asked staff to explore options to increase the count of affordable housing. The current ordinance provides a twenty percent bonus with the requirement that ten percent of the units are dedicated as affordable. The updated proposal lowers the density bonus to fifteen percent, requiring ten percent affordable units.

Councilman Prete asked how other communities are addressing affordable housing. He explained that he prefers to reduce the benefits and increase the requirements. He would like to start with a conservative approach. Mr. Cupp reported that the ordinance provides some reduced development standards, a fifty percent impact fee reduction, and reduces the minimum lot size. Mayor Billings

1 confirmed that the Utah State Code requires the City to make progress in three of the proposals within  
2 the Moderate Housing Plan.

3 Dayton Hall stated the ordinance included in the packet has not been updated. The City Council must  
4 have a draft of the updated ordinance before they vote. Mayor Billings asked the Councilmembers to  
5 direct the staff on how to proceed. Councilman Thomas doesn't think the minimum state requirements  
6 will incentivize affordable housing. Developers will not build affordable units if they are at a financial  
7 loss. Mayor Billings suggests meeting with developers to determine the incentive feasibility. Mayor  
8 Billings directed the staff and the Council Members to conduct additional research. The item will be on  
9 the next agenda for a decision.

10 **5:00 p.m. Pre-meeting - Discussion of Agenda Items, Department Reports**

11 Mayor Billings mentioned she received a positive email regarding Larry Palmer. She expressed her  
12 gratitude to Mr. Palmer and the Building Department.

13 Larry Palmer stated the certificate of occupancy was issued for Intermountain Health Care. The ribbon  
14 cutting will be held on Wednesday at 12:30 p.m. Mr. Palmer reviewed the recently issued building  
15 permits.

16 Deputy Chief Yates commended Chief Lynn Excell for his coordination and support over the weekend.  
17 Sand Hollow State Park hired a new manager. There are open positions within the department for  
18 officer advancement. Positions need to be filled as officers advance.

19 Scott Hughes reported that the 1150 West and substation projects are still underway. The department  
20 installed lights for permanent use at the community center.

21 Darren Barney mentioned the vandalism at Dixie Springs Park is an ongoing problem. The light control  
22 boxes were damaged last night. Deputy Chief Yates reported that the vandalism was recorded on  
23 cameras in the neighborhood. The Police Department is in the process of identifying the suspects. Mr.  
24 Barney estimated that the damage totaled \$ 5,000 within the past month. The Parks Department was  
25 awarded RAP Tax funds to replace the gazebo at the cemetery. There are open positions within the  
26 department. The inventory for the Parks Masterplan is complete.

27 Sel Lovell stated the Public Employees Health Plan and Utah Retirement Systems will offer training next  
28 week. The City is transitioning to time-keeping software.

29 Cindy Beteag explained County Clerk will only allow ninety minutes for the Council to come in and  
30 inspect the ballots. They are designating two days for Cities to come in and canvass so each city has to  
31 sign up for a certain time. The post-election audit is being held on October 27<sup>th</sup> at noon. Early voting will  
32 be held November 14<sup>th</sup> – November 17<sup>th</sup> at the Dixie Convention Center and the Hurricane Community  
33 Center.

34 Mike Vercimak reported that the water line replacement on Sand Hollow Road is complete.

35 Weston Walker stated the fence on 2800 West is complete. Dumpster Days was successful. Mr. Walker  
36 reported that the 100 North project will start this Spring, and the road maintenance plan is under  
37 review. Judd Lane should be staked this week, and Mr. Walker cut a hole in the storm drain as a  
38 temporary fix.

1 Gary Cupp reported that the final document for the Downtown Master Plan has been updated and will  
2 be on the November 2<sup>nd</sup> City Council agenda. The Parks and Recreation Master Plan is underway. The  
3 survey is online, and the first public outreach meeting will be on November 7<sup>th</sup>. The department is  
4 preparing changes to the whole home vacation rental ordinance. He noted that the SB174 subdivision  
5 process needs to be updated to our code.

6 Fred Resch III issued three short-term rental citations, and two cases are in small claims court.

7 Dayton Hall will be out of the office next week.

8 Kaden DeMille stated the subgrading at the new gym space is complete. The building location has been  
9 staked, and the footing should be complete soon. The anticipated completion date is February 29<sup>th</sup>.

10 **6:00 p.m. - Call to Order –**

11 Mayor Nanette Billing welcomed everyone and called the meeting to order.

12 Thought given by Bob, a representative with The Elks Lodge.

13 Prayer and Pledge led by David Hirschi

14 Declaration of any conflicts of interest

15 No conflicts declared

16 Approval of Minutes: Regular City Council Meeting of October 5, 2023

17 Doug Heideman motioned to approve the minutes of the October 5, 2023, Regular City Council Meeting.  
18 Seconded by Kevin Thomas. Joseph Prete, Dave Sanders, David Hirschi, Doug Heideman, and Kevin  
19 Thomas – aye. Motion carried unanimously.

20 **Public Forum – Comments From Public**

21 **OLD BUSINESS**

- 22 1. Ordinance 2023-12: Consideration and possible approval of a **Land Use Code Amendment to**  
23 **adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to affordable housing.**  
24 Hurricane City Planning.

25 Kevin Thomas motioned to continue consideration and possible approval of a Land Use Code  
26 Amendment to adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to affordable  
27 housing to the next meeting. Seconded by Doug Heideman. Joseph Prete, Dave Sanders, David Hirschi,  
28 Kevin Thomas, and Doug Heideman – aye. Motion carried unanimously.

29 **NEW BUSINESS**

- 30 1. Consideration and possible approval of a **proclamation designating October 23-31 as Red**  
31 **Ribbon Week** -Mary Ann Novak, The Elks National Drug Awareness Program

32 Mary Ann Novak read the proclamation designating October 23-31 as Red Ribbon Week. Ms. Novak  
33 provided the program's history and explained that Red Ribbon Week is the nation's oldest and largest  
34 drug awareness program.

1 Doug Heideman motioned to approve a proclamation designating October 23-31 as Red Ribbon Week.  
2 Seconded by Dave Sanders. Joseph Prete, David Hirschi, Kevin Thomas, Doug Heideman, and Dave  
3 Sanders – aye. Motion carried unanimously.

4       **2. Consideration and possible approval of the revocation of Specialized Communication Services**  
5       **business license**

6 Dayton Hall reported that Specialized Communication Services damaged an underground power line.  
7 There was a miscommunication between the contractor and their insurance company, which delayed  
8 payment for the damage. An email was received notifying the City that the check was issued.

9 Dave Sanders motioned to continue the revocation of the Specialized Communication Services business  
10 license pending receipt of payment. The item will be removed from the next agenda if payment is  
11 received. Seconded by Kevin Thomas. Joseph Prete, Doug Heideman, David Hirschi, Dave Sanders, and  
12 Kevin Thomas – aye. Motion carried unanimously.

13       **3. Consideration and possible approval of AFP23-17 an amended final plat for Painted Hills Phase**  
14       **1 Lots 108 & 84, located at 35 S Rlington Parkway. Ronald Ertman, Applicant. Ryan Scholes,**  
15       **Agent.**

16 Gary Cupp reported that the applicant is applying to adjust the lot line to match the current fence line.

17 Kevin Thomas motioned to approve AFP23-17. Seconded by Doug Heideman. Joseph Prete, Dave  
18 Sanders, David Hirschi, Kevin Thomas, and Doug Heideman – aye. Motion carried unanimously.

19       **4. Consideration and possible approval of ZC23-22 a Zone Change Amendment request located at**  
20       **251 W 725 South from R1-10, residential one unit per 10,000 square feet, to RA-0.5, residential**  
21       **one unit per half acre. Casey and Kelsey Stratton Applicant.**

22 Gary Cupp explained the property owner cannot build a metal building without a zone change. This zone  
23 change is a reduction in density.

24 Doug Heideman motioned to approve ZC23-22. Seconded by Kevin Thomas. Joseph Prete, Dave Sanders,  
25 David Hirschi, Doug Heideman, and Kevin Thomas – aye. Motion carried unanimously.

26       **5. Ordinance 2023-19: Consideration and possible approval of a Land Use Code Amendment to**  
27       **Title 10 Chapter 7 Subsection 23 regarding grading permits. Hurricane City Applicant.**

28 Gary Cupp reported that the grading permit ordinance has been entirely rewritten. The proposed  
29 changes would allow grading for entitled projects before signed construction drawings and allow  
30 grading permits for projects unrelated to imminent development. Dayton Hall read the current  
31 ordinance. The updated amendment requires a developer to provide a grading plan, drainage plan, and  
32 secured bonding. Mr. Cupp read the updated ordinance. Mr. Hall noted that the updated language  
33 clearly defines grading. Mayor Billings asked if a fee schedule had been established. Mr. Hall reported  
34 that the fee scheduled will be brought before the City Council for approval. Councilman Sanders asked  
35 how long would it take for an applicant to submit and get approved? Mike Vercimack explained that the  
36 time for approval is dependent upon the application.

37 Councilman Prete asked if the ordinance requires the applicant to ensure water and power are in place  
38 on the property. He expressed concerns about approving grading permits without adequate utilities. Mr.

Hall reported that property is typically graded as part of a development, with preliminary plat approval and construction drawings. The adequacy of utilities is determined during the construction drawing process. However, this update bypasses the construction drawing process. Mr. Hall noted that approval could be conditional upon verification of adequate public facilities.

Councilman Heideman feels the ordinance is orientated to developers that intend to subdivide. He verified that permitted agriculture use is exempt. Mayor Billings is concerned that requiring verification of adequate facilities will impede the grading process. Mr. Hall agreed that it could make the process more difficult for the developer. However, it is a way to protect the City. Mayor Billings feels adding this requirement requires developers to go through the normal process. Mr. Vercimack referenced specific developments as examples. Mr. Cupp feels it is essential to consider the reasoning for the construction drawing process. The process is in place to prevent the situations discussed. Mr. Vercimack feels the JUC can determine whether adequate facilities are available.

Councilman Prete asked to move the item to the end of the meeting so he can attend the discussion in person.

Kevin Thomas motioned to move to consideration and possible approval of a Land Use Code Amendment to Title 10 Chapter 7 Subsection 23 regarding grading permits to the end of the agenda. Seconded by David Hirschi. Doug Heideman, Dave Sanders, Joseph Prete, Kevin Thomas, and David Hirschi – aye. Motion carried unanimously.

Councilman Prete reiterated his concerns regarding the circumvention of the appropriate development standards. He is concerned about the unseen consequences that the City may incur by changing the ordinance. He appreciates the draft's language but does not think it adequately protects the City. Drew Ellerman reported that Washington City's grading process goes through the Public Works Department. There are standards in place, and they do require water and power to be in place. Mr. Ellerman will send the City Council a copy of Washington City's criteria.

Joseph Prete motioned to continue consideration and possible approval of a Land Use Code Amendment to Title 10 Chapter 7 Subsection 23 regarding grading permits to the next meeting. Seconded by Dave Sanders. Kevin Thomas, Doug Heideman, David Hirschi, Joseph Prete, and Dave Sanders – aye. Motion carried unanimously.

**6. Consideration and possible approval of Ordinance 2023-18 amending Title 1, Chapter 10 regarding surplus property**

Dayton Hall reported that the current ordinance requires the City Council to declare all property surplus before disposal. This amendment will move the process to an administration level for personal property. Kaden DeMille reviewed the current process and noted the regulations in place. Mayor Billings reported that real property will still be brought before the City Council. Councilman Hirschi suggested a policy requiring the City Council to review property exceeding five hundred dollars. Mayor Billings suggested requiring the Council to approve the disposal of vehicles, equipment, and property.

Kevin Thomas motioned to continue consideration and possible approval of Ordinance 2023-18 amending Title 1, Chapter 10 regarding surplus property. Seconded by Doug Heideman. Joseph Prete, Dave Sanders, David Hirschi, Kevin Thomas, and Doug Heideman – aye. Motion carried unanimously.

**7. Closed Meeting held pursuant to Utah Code section 52-4-205, upon request**

- 1 David Hirschi motioned to go into a closed session to discuss pending litigation and the purchase of real
- 2 property. Seconded by Joseph Prete. Kevin Thomas, Doug Heideman, Dave Sanders, David Hirschi, and
- 3 Joseph Prete – aye. Motion carried unanimously.
- 4 **Adjournment: 8:08 p.m.**

DRAFT



## **STAFF COMMENTS**

Resolution 2023-30: Consideration and possible approval of a **General Plan Amendment to adopt a Downtown Master Plan.**

### **Discussion:**

After a series of workshops with the City Council and staff on the recommendations and implementation of the Downtown Master Plan staff believes we are ready for adoption. The changes proposed by the City Council have been addressed and sent to our consultant for integration into the plan.

### **Findings:**

### **Recommendation:**

### **Attachments:**

1. Resolution 2023-30 Downtown Master Plan
2. Hurricane Downtown Master Plan-compressed
3. Downtown Summary CC 11.2.2023

A RESOLUTION BY THE HURRICANE CITY COUNCIL  
ADOPTING AN UPDATE TO THE GENERAL PLAN ADOPTING A DOWNTOWN MASTER  
PLAN

**WHEREAS** Hurricane City desires to protect the health, safety, and welfare of its citizens;  
and

**WHEREAS** the state gives Cities authority to control land uses within their borders; and

**WHEREAS** Hurricane City has a desire to revitalize and protect our historic downtown; and

**WHEREAS** the Planning Commission gave a unanimous recommendation of approval; and

**BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF HURRICANE, UTAH** that  
the attached downtown master plan be adopted by as part of Hurricane City's General Plan.

PASSED AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2023

\_\_\_\_\_  
Nanette Billings, Mayor

ATTEST:

\_\_\_\_\_  
Cindy Beteag, City Recorder

The foregoing Resolution was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 2nd day of November 2023. Whereupon a motion to adopt and approve said Resolution was made by \_\_\_\_\_ and seconded by \_\_\_\_\_. A roll call vote was then taken with the following results:

|               | Yea   | Nay   | Abstain | Absent |
|---------------|-------|-------|---------|--------|
| Joseph Prete  | _____ | _____ | _____   | _____  |
| Dave Sanders  | _____ | _____ | _____   | _____  |
| David Hirschi | _____ | _____ | _____   | _____  |
| Kevin Thomas  | _____ | _____ | _____   | _____  |
| Doug Heideman | _____ | _____ | _____   | _____  |

\_\_\_\_\_



Cindy Beteag



# HURRICANE DOWNTOWN

## MASTER PLAN



**Downtown Redevelopment Services**  
100 E Main St, Suite 100  
Ravenna, OH 44266



**CRSA**  
175 S Main St, Suite 300  
Salt Lake City, Utah 84101

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01



## EXISTING CONDITIONS



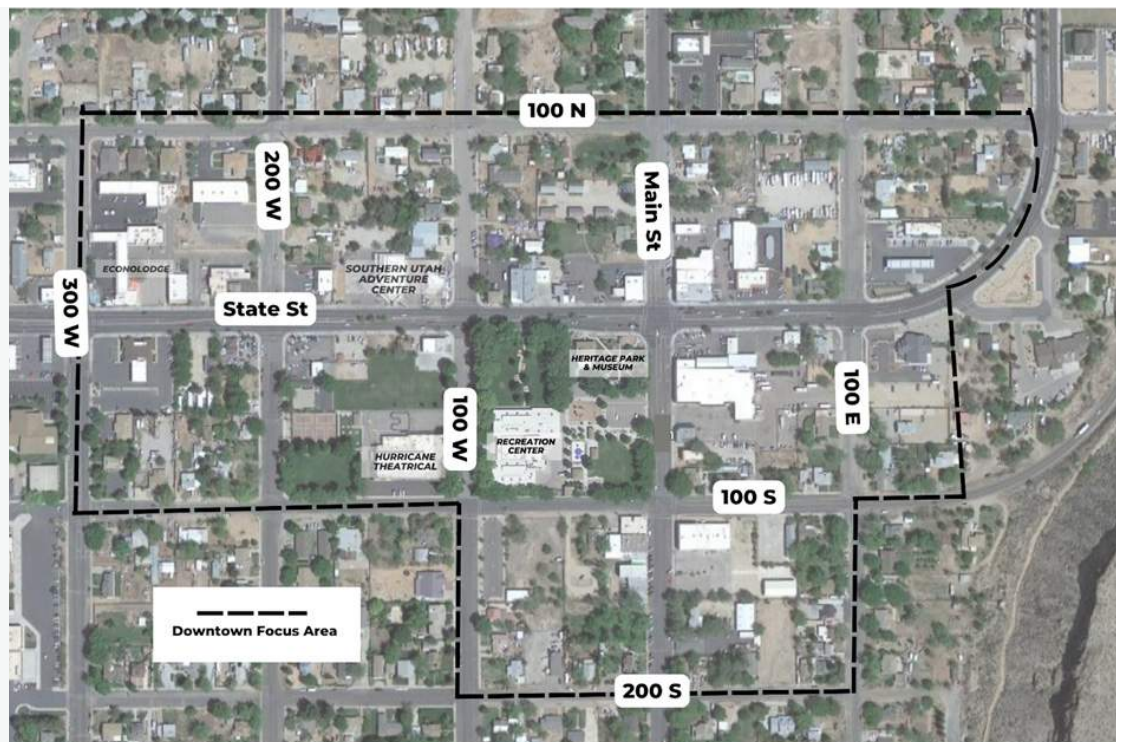




## Introduction

Hurricane City, Utah, pronounced “Her-ah-kun” by locals, is located on the eastern edge of the St. George metropolitan service area which covers south-central Washington County.

The city is a rapidly growing gateway community for the popular Zion National Park, located about 25 miles to the east on UT-9.



In addition to the National Park, other notable tourist destinations and geographic features include Sand Hollow State Park, Quail Creek State Park, and the Virgin River, public lands, trail systems and golf courses, giving Hurricane national exposure as a desirable place to live.

Interstate 15 forms the northwest border of the municipality while 300 W and 100 E along the State Street corridor are the main bounding features of downtown.

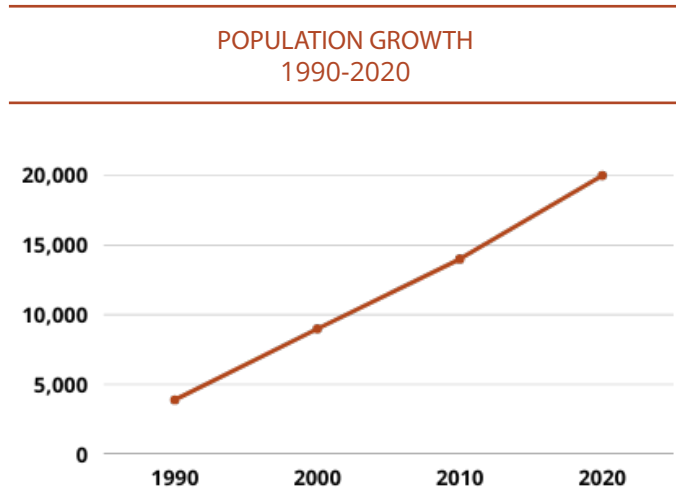




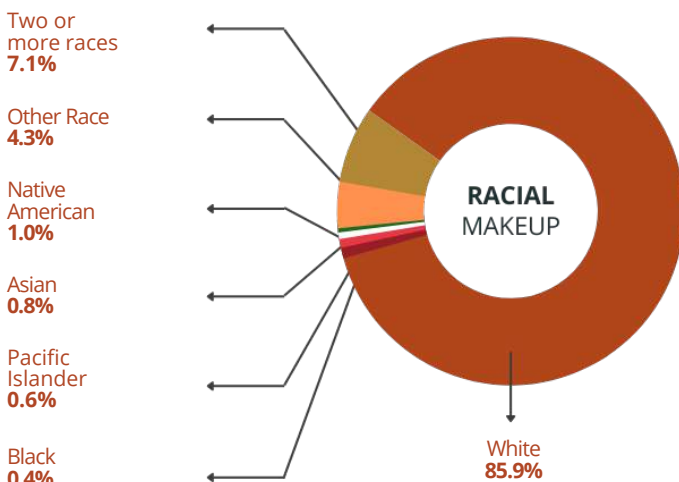
## Demographic Analysis

### Population

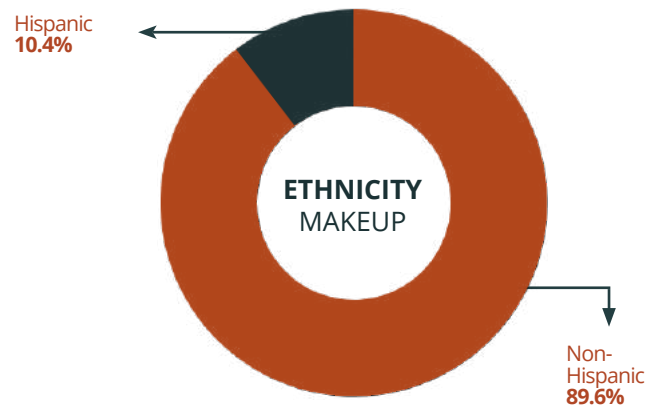
Hurricane's population has grown significantly over the past four census counts. Climbing from 3,915 in 1990 to 20,036 in 2020, the population has grown by more than five-fold.



The city's racial makeup is 85.9% White, 1.0% Native American, 0.8% Asian, 0.6% Pacific Islander, and 0.4% African American or Black. Of the remainder, 4.3% are of another race and 7.1% are of two or more races. The population is 85.7% non-Hispanic and 10.2% Hispanic, growing from 7.2% Hispanic in 2010 due to significant in-migration in recent years.



Moreover, the in-migration has resulted in the community also boasting a high multilingual percentage, specifically 9.6% who speak a non-English language at home, predominantly Spanish.



| HURRICANE CITY RACIAL MAKEUP               |       |
|--------------------------------------------|-------|
| 2020 DECENNIAL CENSUS                      |       |
| White                                      | 85.9% |
| American Indian and Alaska Native          | 1.0%  |
| Asian                                      | 0.8%  |
| Native Hawaiian and other Pacific Islander | 0.6%  |
| African American or Black                  | 0.4%  |
| Other Race                                 | 4.3%  |
| Two or More Races                          | 7.1%  |

| HURRICANE CITY ETHNICITY MAKEUP |       |
|---------------------------------|-------|
| ACS 2021 5-YEAR ESTIMATE        |       |
| Non-Hispanic                    | 85.7% |
| Hispanic                        | 10.2% |

Figure 1: Racial and Ethnicity Makeup



## Existing Conditions

Approximately 52.3% of residents are male, and 47.7% are female, a near-even split consistent with most communities.

Female  
47.7%



The median age is 38.4 years, significantly higher than the state median; however, the city's median is on par with that of the county and nation.

| RESIDENT AGE DISTRIBUTION |                  |            |
|---------------------------|------------------|------------|
| 2021 ACS 5-YEAR ESTIMATE  |                  |            |
| Age Group                 | # of Individuals | Percentage |
| Under 5 years             | 1,373            | 7.0%       |
| 5 to 9 years              | 1,183            | 6.1%       |
| 10 to 14 years            | 1,301            | 6.7%       |
| 15 to 19 years            | 1,286            | 6.6%       |
| 20 to 24 years            | 1,207            | 6.2%       |
| 25 to 29 years            | 812              | 4.2%       |
| 30 to 34 years            | 1,714            | 8.8%       |
| 35 to 39 years            | 1,160            | 5.9%       |
| 40 to 44 years            | 1,072            | 5.5%       |
| 45 to 49 years            | 1,095            | 5.6%       |
| 50 to 54 years            | 851              | 4.4%       |
| 55 to 59 years            | 1,273            | 6.5%       |
| 60 to 64 years            | 1,595            | 8.2%       |
| 65 to 69 years            | 1,035            | 5.3%       |
| 70 to 74 years            | 1,021            | 5.2%       |
| 75 to 79 years            | 759              | 3.9%       |
| 80 to 84 years            | 480              | 2.5%       |
| 85 years & over           | 284              | 1.5%       |

Figure 2: Resident Age Distribution

Due to the relocation of an aging population to the southern portion of Utah, the city has witnessed a rise in median age, climbing from 31.2 in 2010 to 38.4 years in 2021. A significant 33.1% of Hurricane City's population is 55 years old or older.

Hurricane's median age and trends are sustainable and are characteristic of a family-oriented community. Moreover, the city's age distribution shows promise of sustained population growth with a large percentage of minors and young adults. As those above 55 years continue to age, there will be a need for supportive services such as increased healthcare, assisted living, and disability access.

High school graduation, including equivalency, among Hurricane residents aged 25 years and over, has been trending upward over the past decade, from 91.4% in 2011 to 94.1% in 2021. The percentage of residents with bachelor's degrees or higher is also trending upward, from 20.7% in 2011 to 22.3% in 2021. The data in Figure 3 below outlines percentages and total assumed calculations of educational attainment by typology.

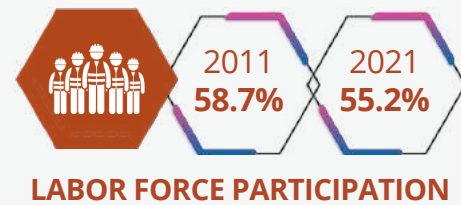
| HURRICANE CITY EDUCATIONAL ATTAINMENT               |        |       |
|-----------------------------------------------------|--------|-------|
| 2021 ACS 5-YEAR ESTIMATE                            |        |       |
| Less Than High School                               | 772    | 5.9%  |
| High School Graduate (Includes Equivalency)         | 3,498  | 26.6% |
| Some College                                        | 5,942  | 45.2% |
| Bachelor's Degree                                   | 2,057  | 15.6% |
| Master's Degree                                     | 507    | 507   |
| Professional School Degree                          | 261    | 2.0%  |
| Doctorate Degree                                    | 114    | 0.9%  |
| High School Graduate or More (Includes Equivalency) | 12,379 | 94.1% |
| Bachelor's Degree or More                           | 2,939  | 22.3% |

Figure 3: Educational Attainment



## Employment

Among residents aged 16 years and over, 8,380 residents are in the civilian labor force and experience an unemployment rate of 1.5%. The unemployment rate is down from 3.7% in 2011 due to the national rebound from the Great Recession. Hurricane's labor force participation has decreased slightly from 58.7% to 55.2% from 2011 to 2021.



For city residents, the following NAICS sectors are ranked from most common to least common for industry employers. The median earnings in Utah for the respective industry for the past 12 months are listed in the right column, including part-time and full-time employees. This data does not include individuals who work inside the city and live elsewhere, but rather only those living in the city. The three most common sectors in Hurricane are retail trade (15.13%); accommodation and food services (13.34%); and health care and social assistance (12.91%).

| EMPLOYMENT BY INDUSTRY            |                |        |                               |
|-----------------------------------|----------------|--------|-------------------------------|
| Industry                          | # of employees | %age   | Utah Industry Median Earnings |
| Retail trade                      | 1,249          | 15.13% | \$27,113.00                   |
| Accommodation and food services   | 1,101          | 13.34% | \$15,301.00                   |
| Health care and social assistance | 1,066          | 12.91% | \$35,430.00                   |
| Transportation and warehousing    | 800            | 9.69%  | \$43,970.00                   |
| Educational services              | 774            | 9.38%  | \$34,301.00                   |
| Construction                      | 748            | 9.06%  | \$45,124.00                   |

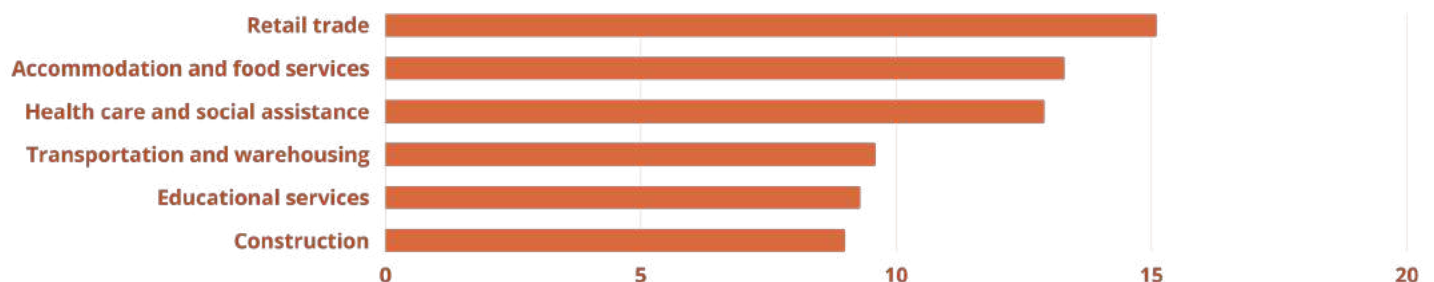


Figure 4: Employment by Industry (Percentages)





The figures below represent the number of Hurricane residents employed in each respective occupation. Utah median earnings are provided for each NAICS category on the furthestmost right column. These figures are a cumulative average of earning over 12 months, including part-time and full-time employees.

| EMPLOYMENT BY OCCUPATION                                  |                |        |                                   |
|-----------------------------------------------------------|----------------|--------|-----------------------------------|
| Occupation                                                | # of employees | %age   | Utah Occupational Median Earnings |
| Management occupations                                    | 1,023          | 12.39% | \$71,842.00                       |
| Sales and related occupations                             | 985            | 11.93% | \$34,639.00                       |
| Office and administrative support occupations             | 948            | 11.48% | \$31,211.00                       |
| Building and grounds cleaning and maintenance occupations | 579            | 7.01%  | \$20,719.00                       |
| Food preparation and serving related occupation           | 545            | 6.60%  | \$13,100.00                       |
| Production occupations                                    | 491            | 5.95%  | \$35,869.00                       |

The three most common occupations in Hurricane are management occupations (12.39%); sales and related occupations (11.93%); and office and administrative support occupations (11.48%).

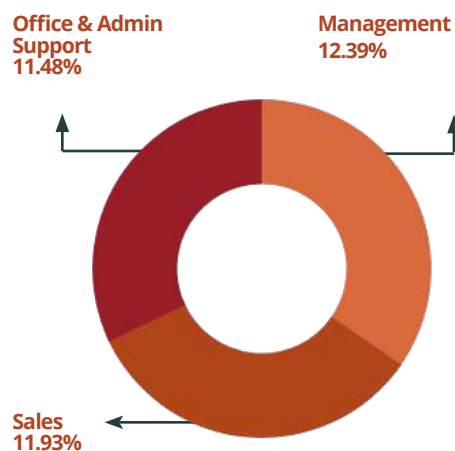


Figure 5: Employment by Occupation

## Commuting and Transportation Habits

For workers 16 years and over, 2021 commuting patterns were heavily auto dependent with a total of 85.5% of Hurricane residents commuting by driving, of which 76.2% drove alone and 9.3% carpoolled. A significant 10.4% of residents worked from home, while just 3.6% walked to work. Residents' average commute to work is 22.5 minutes, comparable to state and national averages but slightly higher than the county average. The data below shows the breakdown of commute times among Hurricane residents.

| COMMUTE TIME BREAKDOWN |       |                    |       |
|------------------------|-------|--------------------|-------|
| Commute Time           | %age  | Commute Time       | %age  |
| Less than 10 minutes   | 21.6% | 30 to 34 minutes   | 14.0% |
| 10 to 14 minutes       | 12.3% | 35 to 44 minutes   | 5.5%  |
| 15 to 19 minutes       | 7.1%  | 45 to 59 minutes   | 5.2%  |
| 20 to 24 minutes       | 17.7% | 60 or more minutes | 3.4%  |
| 25 to 29 minutes       | 13.2% |                    |       |

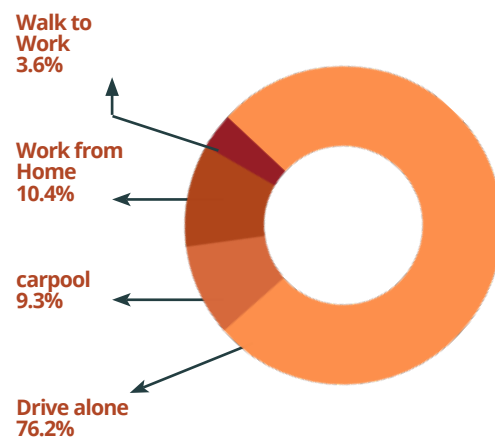


Figure 6: Commute Time Breakdown



## Hurricane City is served by road and air infrastructure. The city is landlocked and lacks navigable waterways.

The city is served by Interstate 15 on its northwestern border, connected primarily via Utah State Route 9 at exit 16. S.R. 9 also connects with S.R. 17 in La Verkin before going on to connect with Interstate 15 north of Toquerville at exit 27. The interstate is the primary connection to nearby communities including St. George, to Salt Lake City 290 miles to the north, and Las Vegas, Nevada 138 miles to the south of Hurricane



There are three state routes that run through Hurricane: State Routes 9, 59, and 7. Utah State Route 9 begins in Hurricane, at Harrisburg Junction. It travels east into Downtown Hurricane, forming State Street, before turning north towards La Verkin. Additional connections along this road include Zion National Park and S.R. 89. Second, S.R. 59 extends outward from the intersection of S.R. 9 and Main Street. Lastly, S.R. 7 (i.e., Southern Parkway) originates due south of Downtown Hurricane, connecting the city to Washington and South St. George.

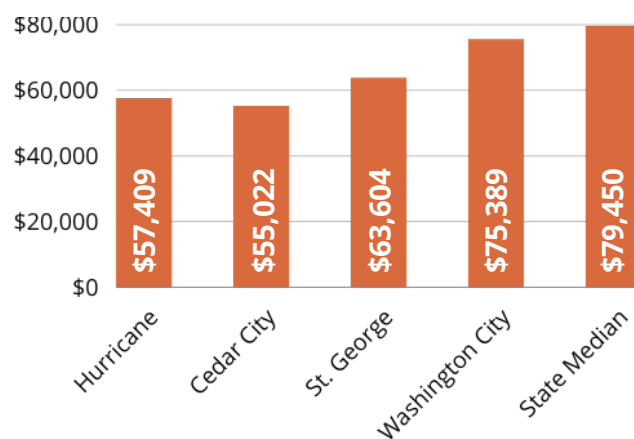


Hurricane Municipal Airport, situated in the south Hurricane, is the only public airport. The municipal airport provides very limited service, with just one runway, no taxiway, and service for only small personal aircraft. Nearby, the St. George Regional Airport provides limited commercial service to hubs such as Salt Lake City, Denver, Phoenix, Los Angeles, and Dallas-Fort Worth. Approximately 130 miles away, the recently renamed Harry Reid International Airport is the closest international airport. There is currently no intra-city public transportation, but shuttle service does exist with Salt Lake City, Las Vegas, and Southern California by way of St. George.

## Income and Poverty

The 2021 median household income in Hurricane is \$57,409, which is comparable to Cedar City's \$55,022 and St. George's \$63,604; however, it is much lower than Washington City's \$75,389. It is also lower than the state median household income of \$79,450. Hurricane's median household income has increased slightly from \$51,146 in 2011.

### Median Household Income





## Existing Conditions

### The **per capita income adjusted for inflation**

has also increased slightly from \$21,133 in 2011 to \$27,086 in 2021. The median income is \$70,513 for married-couple families and \$28,465 for non-family households.

The **poverty rate** in Hurricane of 10.6% is higher than the state's 8.8% and the county's 9.2% but lower than the nation's 12.6%. While the City's poverty rate is much lower than the nation, the 10.6% of residents living in poverty demonstrates a mixture of various socio-economic conditions within the community.

## Housing

Hurricane's housing stock consists of 7,791 units (ACS 2021 5-Year Estimate) compared to 5,252 (2010), a 48.3% increase. The city's housing supply is primarily occupied (87.5%,) with only 12.5% (974) of the units being vacant. Of the 6,142 occupied units, 4,616 (75.15%) are owner-occupied and 2,201 (35.84%) are renter occupied.

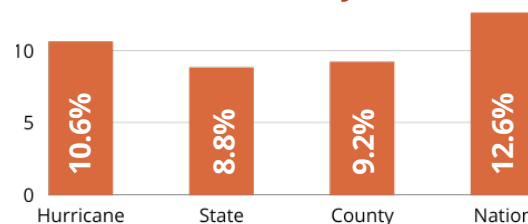
The Zillow-reported median rent is \$2,399, up from \$355 over last year, resulting in an estimated 54.5% of Hurricane renters being considered cost-burdened, classified as more than 30% of household income in the past 12 months.

The median value of an owner-occupied house is \$486,000, up from \$199,600 in 2011. The selected monthly owner costs (SMOC) for owners with a mortgage are \$1,433, resulting in 27.4% of Hurricane households with a mortgage being cost-burdened. For owners without a mortgage, the SMOC is \$390, resulting in 6.2% of Hurricane households without a mortgage being cost-burdened. The average household size is 2.7 persons, which is on par with the county, state, and national averages.



PER CAPITA INCOME

### Hurricane Poverty Rate



Housing Stock



Median Rent



Median Value



The data provided in this section highlights the estimated consumer expenditures for 2021 within Hurricane City.

(Source: EASI)

| TOTAL CONSUMER EXPENDITURES           |                      |                                |                     |       |       |
|---------------------------------------|----------------------|--------------------------------|---------------------|-------|-------|
| Category                              | City Total           | Avg. per household Expenditure | % of Total Spending | UT %  | UT %  |
| Food                                  | \$54,753,00          | \$8,914                        | 13.0%               | 12.8% | 12.7% |
| Housing                               | \$135,889,000        | \$22,124                       | 32.4%               | 32.0% | 32.4% |
| Apparel and services                  | \$12,031,000         | \$1,958                        | 2.9%                | 2.9%  | 3.0%  |
| Transportation                        | \$72,009,000         | \$11,724                       | 17.1%               | 17.0% | 16.8% |
| Healthcare                            | \$35,603,000         | \$5,796                        | 8.5%                | 7.9%  | 7.9%  |
| Entertainment                         | \$21,136,000         | \$3,441                        | 5.0%                | 5.1%  | 4.9%  |
| Personal care products and services   | \$5,076,000          | \$826                          | 1.2%                | 1.2%  | 1.2%  |
| Reading                               | \$629,000            | \$102                          | 0.1%                | 0.1%  | 0.1%  |
| Education                             | \$9,261,000          | \$1,507                        | 2.2%                | 2.5%  | 2.5%  |
| Tobacco products and smoking supplies | \$2,097,000          | \$341                          | 0.5%                | 0.5%  | 0.5%  |
| Cash contributions                    | \$13,497,000         | \$2,197                        | 3.2%                | 3.2%  | 3.2%  |
| Personal insurance and pensions       | \$48,385,000         | \$7,877                        | 11.5%               | 12.4% | 12.3% |
| <b>Total Annual Expenditures</b>      | <b>\$419,948,000</b> | <b>\$68,373</b>                |                     |       |       |

Figure 7: Total Annual Consumer Expenditures

Consumer expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. The two most significant differences between Hurricane and the state / national percentages are for healthcare and personal insurance and pensions. Healthcare makes up 0.6% more of consumer expenditures in the city than the rest of the state or nation, and personal insurance and pensions make up 0.9% and 0.8% less of consumer expenditures in the city than the rest of the state and nation respectively.

Food expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. Notably, food expenditures in the city are skewed more towards food at home when compared to the state and nation. In contrast, expenditures on food away from home are proportionately lower for the city than the state and nation. All other expenditures listed in the table below are comparable between the city, state, and nation.

| CONSUMER EXPENDITURES ON FOOD                           |                     |            |       |       |
|---------------------------------------------------------|---------------------|------------|-------|-------|
|                                                         | Total               | % Of Total | UT %  | US %  |
| Food at home                                            | \$31,207,000        | 57.00%     | 55.8% | 55.9% |
| Food away from home                                     | \$23,544,000        | 43.00%     | 44.2% | 44.2% |
| Cereals and bakery products                             | \$3,957,000         | 7.23%      | 7.1%  | 7.0%  |
| Dairy products                                          | \$3,136,000         | 5.73%      | 5.6%  | 5.4%  |
| Fruits and vegetables                                   | \$5,917,000         | 10.81%     | 10.6% | 10.7% |
| Nonalcoholic beverages                                  | \$3,013,000         | 5.50%      | 5.3%  | 5.3%  |
| Reading                                                 | \$629,000           | 0.1%       | 0.1%  | 0.1%  |
| Education                                               | \$9,261,000         | 2.2%       | 2.5%  | 2.5%  |
| Food prepared by the consumer unit on out-of-town trips | \$435,000           | 0.79%      | 0.8%  | 0.8%  |
| Food on out-of-town trips                               | \$2,530,000         | 4.62%      | 4.9%  | 4.8%  |
| Alcoholic beverages                                     | \$3,959,000         | 7.23%      | 7.3%  | 7.0%  |
| <b>Total food expenditures</b>                          | <b>\$54,753,000</b> |            |       |       |

Figure 8: Consumer Expenditures on Food



Household and housing expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation.

| CONSUMER EXPENDITURES ON HOUSING    |                      |            |       |       |
|-------------------------------------|----------------------|------------|-------|-------|
|                                     | Total                | % Of Total | UT %  | US %  |
| Household operations                | \$10,915,000         | 8.0%       | 8.2%  | 7.8%  |
| Housekeeping services               | \$943,000            | 0.7%       | 0.7%  | 0.7%  |
| Household furnishings and equipment | \$14,053,000         | 10.3%      | 10.5% | 10.1% |
| Household textiles                  | \$873,000            | 0.6%       | 0.6%  | 0.6%  |
| Furniture                           | \$3,437,000          | 2.5%       | 2.6%  | 2.5%  |
| Floor coverings                     | \$172,000            | 0.1%       | 0.1%  | 0.1%  |
| Major appliances                    | \$2,199,000          | 1.6%       | 1.6%  | 1.5%  |
| Small appliances                    | \$300,000            | 0.2%       | 0.2%  | 0.2%  |
| Miscellaneous household equipment   | \$6,605,000          | 4.9%       | 4.9%  | 4.7%  |
| <b>Total housing expenditures</b>   | <b>\$135,889,000</b> |            |       |       |

Figure 9: Consumer Expenditures on Housing

Apparel expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation.

| CONSUMER EXPENDITURES ON APPAREL                        |                     |            |       |       |
|---------------------------------------------------------|---------------------|------------|-------|-------|
|                                                         | Total               | % Of Total | UT %  | US %  |
| Men and boys                                            | \$2,921,000         | 24.3%      | 24.6% | 23.9% |
| Men, 16 and over                                        | \$2,241,000         | 18.6%      | 18.9% | 18.4% |
| Boys, 2 to 15                                           | \$714,000           | 5.9%       | 6.1%  | 5.8%  |
| Women and girls                                         | \$4,508,000         | 37.5%      | 37.2% | 37.3% |
| Women 16 and over                                       | \$3,821,000         | 31.8%      | 31.6% | 31.7% |
| Girls, 2 to 15                                          | \$703,000           | 5.8%       | 5.9%  | 5.8%  |
| Children under 2                                        | \$561,000           | 4.7%       | 4.7%  | 4.1%  |
| Footwear                                                | \$2,523,000         | 21.0%      | 20.8% | 22.0% |
| Other apparel products and services                     | \$1,501,000         | 12.5%      | 12.8% | 12.7% |
| <b>Total apparel products and services expenditures</b> | <b>\$12,031,000</b> |            |       |       |

Figure 10: Consumer Expenditures on Apparel

Transportation expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. The most significant differences are for vehicle purchases (net outlay) and public and other transportation. While 40.6% of the nation's transportation expenditures are on vehicle purchases (net outlay), a slightly higher 41.4% of Hurricane's transportation expenditures are in this category. This may demonstrate a preference for larger or custom (e.g., crossovers, trucks). On the contrary, public and other transportation makes up 1.2% less of consumer expenditures in Hurricane than the nation. The disparity is likely due to the lack of intra-city public transit.

| CONSUMER EXPENDITURES ON TRANSPORTATION  |                     |            |       |       |
|------------------------------------------|---------------------|------------|-------|-------|
|                                          | Total               | % Of Total | UT %  | US %  |
| Vehicle purchases (net outlay)           | \$29,840,000        | 41.4%      | 41.5% | 40.6% |
| Gasoline and motor oil                   | \$14,000,000        | 19.4%      | 19.1% | 19.1% |
| Other vehicle expenses                   | \$22,896,000        | 31.8%      | 31.6% | 32.1% |
| Public and other transportation          | \$5,143,000         | 7.1%       | 7.8%  | 8.3%  |
| <b>Total transportation expenditures</b> | <b>\$72,009,000</b> |            |       |       |

Figure 11: Consumer Expenditures on Transportation

Healthcare expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. With the influx of older residents, it is likely that healthcare expenditures will rise in the coming years.

| CONSUMER EXPENDITURES ON HEALTHCARE  |                     |            |       |       |
|--------------------------------------|---------------------|------------|-------|-------|
|                                      | Total               | % Of Total | UT %  | US %  |
| Health insurance                     | \$23,971,000        | 67.3%      | 67.1% | 68.1% |
| Medical services                     | \$6,950,000         | 19.5%      | 20.2% | 19.3% |
| Drugs                                | \$3,354,000         | 9.4%       | 9.0%  | 9.0%  |
| Medical supplies                     | \$1,333,000         | 3.7%       | 3.7%  | 3.6%  |
| <b>Total healthcare expenditures</b> | <b>\$35,603,000</b> |            |       |       |

Figure 12: Consumer Expenditures on Healthcare





Entertainment expenditure distribution within Hurricane is comparable to that of the state of Utah and the nation. Yet, it varies the most from state and national distributions among the various consumer expenditure categories.

| CONSUMER EXPENDITURES ON ENTERTAINMENT<br>(Thousands) |                     |            |       |       |
|-------------------------------------------------------|---------------------|------------|-------|-------|
|                                                       | Total               | % Of Total | UT %  | US %  |
| Fees and admissions                                   | \$6,083,000         | 28.8%      | 31.0% | 31.1% |
| Audio and visual equipment and services               | \$6,474,000         | 30.6%      | 29.0% | 30.6% |
| Pets, toys, hobbies, and playground equipment         | \$5,909,000         | 28.0%      | 26.8% | 25.6% |
| Other entertainment supplies, equipment, and services | \$2,690,000         | 12.7%      | 13.1% | 12.9% |
| <b>Total entertainment expenditures</b>               | <b>\$21,136,000</b> |            |       |       |

Figure 13: Consumer Expenditures on Entertainment (Thousands)

Retail sales by sector varies much more greatly than the tables above. This can be attributed to the lack of, or limited, retail offerings in Hurricane, resulting in expenditures on these categories outside of the municipality. While numerous amenities and service based outlets are present in the municipality, there are likely missing amenities and/or services resulting in missed tax revenue. Causing expenditures on necessity purchases outside of the municipal boundaries.

While numerous amenities and service-based outlets are present in the municipality, there are likely missing services and amenities community wide that are creating a lack of expenditures, due to the small market size within the city limits. However, these retail sectors may or may not be met through the larger trade areas throughout the region. If further detail is desired, a comprehensive market analysis must be completed.

Two retail sectors are underserved within the city limits – electrical and appliances stores and sporting goods stores. These specific sectors are likely met within the regional context, and may be provided locally as the City continues to grow and diversify. Non-served sectors aside, several sectors receive a markedly different share of retail sales in Hurricane than statewide or nationwide. Sectors with notable differences include motor vehicle store sales; gasoline stations store sales; general merchandise store sales; non-store purchases sales; and food services.

| RETAIL SALES BY SECTOR                              |                      |            |       |       |
|-----------------------------------------------------|----------------------|------------|-------|-------|
|                                                     | Total                | % Of Total | UT %  | US %  |
| Motor Vehicles Store Sales                          | \$119,137,000        | 38.2%      | 21.5% | 21.3% |
| Furniture and Home Furnishings Store Sales          | \$1,800,000          | 0.6%       | 2.7%  | 1.8%  |
| Electrical and Appliances Store Sale                | \$0                  | 0.0%       | 1.0%  | 1.2%  |
| Building Materials and Garden Store Sales           | \$11,425,000         | 3.7%       | 6.6%  | 6.6%  |
| Food and Beverage Store Sales                       | \$41,603,000         | 13.3%      | 8.9%  | 13.4% |
| Health and Personal Care Store Sales                | \$9,901,000          | 3.2%       | 2.7%  | 5.3%  |
| Gasoline Stations Store Sales                       | \$41,137,000         | 13.2%      | 6.8%  | 6.5%  |
| Clothing and Accessories Store Sales                | \$195,000            | 0.1%       | 2.6%  | 3.1%  |
| Sporting Goods Store Sales                          | \$0                  | 0.0%       | 1.9%  | 1.4%  |
| General Merchandise Store Sales                     | \$52,595,000         | 16.9%      | 13.2% | 11.5% |
| Miscellaneous Store Sales                           | \$1,320,000          | 0.4%       | 2.0%  | 2.1%  |
| Nonstore Purchases Sales                            | \$19,979,000         | 6.4%       | 22.8% | 16.4% |
| Food Services                                       | \$12,823,000         | 4.1%       | 7.4%  | 9.5%  |
| <b>Total Retail Sales (including Food Services)</b> | <b>\$311,913,000</b> |            |       |       |

Figure 14: Retail Sales by Sector



## Built Environment

A detailed baseline analysis of existing conditions is a vital precursor to formulating downtown strategies and recommendations. Outlined in this section are the results of a thorough assessment, highlighting data retrieved from open-source databases and visual inspections of the downtown area depicted in figure 15, the downtown study area map. Below are the specific finding classifications that were reviewed:



For the existing conditions analysis, Downtown Hurricane has been divided into minor study areas (i.e., groupings of blocks) to help improve the nuance of the findings.

These study areas, outlined in Figure 15 on the right, were each studied independently, allowing for a detailed analysis of the current conditions and deepened understanding of how they will impact the overall future goals of the downtown.

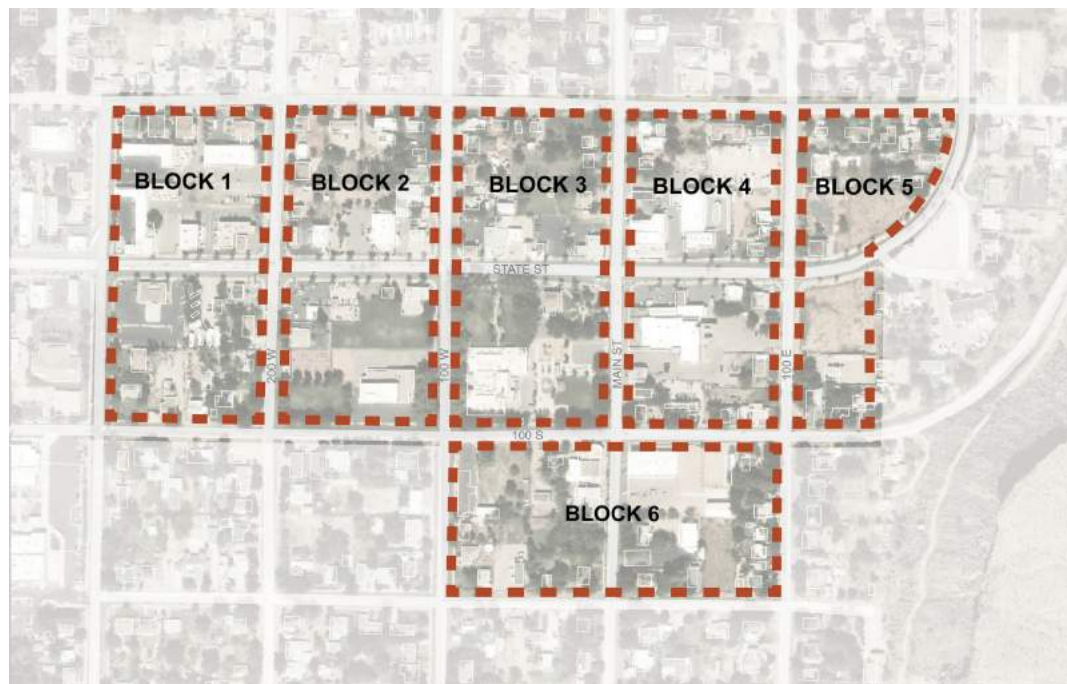


Figure 15 - Downtown Study Area

These existing conditions are the first informational chapter of the overall downtown master plan, focusing on outlining the current conditions witnessed within the downtown corridors. Physical ailments, pedestrian uses, and even visible or perceived roadblocks were identified, each providing for a deepened level of understanding to help plan for the future of Downtown Hurricane.





Outlined below are the findings from on-site investigations completed during November 2022 and open-source databases. The information provided is not meant to be a comprehensive list yet is provided to explain a clear vision of how an outsider witnesses the downtown, the interaction of residents, and the overall downtown atmosphere. The findings are prepared to outline general themes and do not propose to make assessments of individual properties.

1. **The corridor lacks general identity and distinguishable characteristics.**
2. **Building forming and massing is not providing a distinct look or feel.**
3. **The downtown is currently underserved in site amenities, limiting the time individuals or groups desire to be downtown.**
4. **A handful of asset buildings exist, including: the 1950s hotel; historic main street building; small close-to-the-street historic brick store buildings (found in blocks 2, 3, and 4); and the Heritage Park and its buildings.**

5. **Buildings throughout the study area demonstrate a substantial variety in size and purpose yet have limited ties or unifying characteristics together.**
6. **Gateway signage or area delineation are not properly identified within the downtown.**
7. **There is limited architectural uniformity in defining an existing corridor.**
8. **Vegetation and other softening features are generally lacking or misplaced, limiting their impact and resulting in an unpleasant pedestrian experience.**

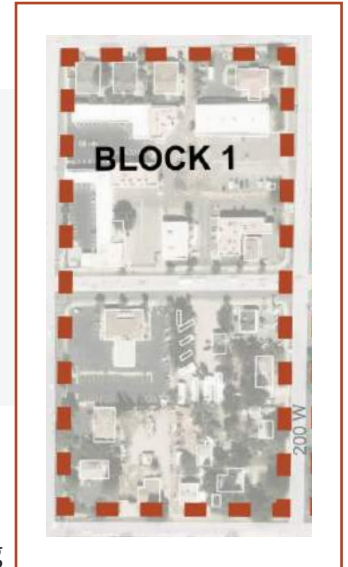




## Block-by-Block Findings

### Block 1

This area is bound by 300 W and 200 W to the West and East and 100 N and 100 S on the north and south sides respectively, with State Street bisecting the area as a major thoroughfare and commercial corridor. This is the westernmost study block with a 3,200 linear foot perimeter.



### BUILT ENVIRONMENT



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

**HOW DOES IT SCORE**

The lack of continuous street-facing businesses does not promote slowing traffic or engagement with the businesses. In addition, the architectural styles are not distinguished nor add to Hurricane's sense of place, lacking historical ties or promotion.

The south side of area no. 1 has a used car auto dealer, laundromat, hair salon, and the local Zions Bank branch. The north side of the study block has a chiropractor's office, restaurant, sportswear store, vacant commercial space, and a small hotel. Most of these structures appear to be made of cement block and brick construction, with some facades consisting of stone or stucco.

No buildings in this block seem to exceed 30 feet in height and vary in setback distances from the road. The Econo Lodge hotel is setback just a few feet from the road with a cement block barricade around the outdoor pool that is positioned at the intersection of State Street, and N 300 W.

The Zions Bank branch positioned on the corner of State Street and South 300 W creates an insignificant entrance to the downtown area because most of the parcel is paved from curb to curb, lacking any notable architectural elements, landscaping, and space-defining building masses.

### URBAN DESIGN



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

**HOW DOES IT SCORE**

In area no. 1, there are no distinct or defining characteristics aiding in creating a sense of place within the downtown. The current urban form identifies the downtown corridor as "just another small town" in Utah. Perhaps the oldest building in this study block, the Econo Lodge hotel is a 1950s mid-century motel/hotel-style building with low horizontal roof angles and vintage balcony railings.

This nostalgic architecture helps to anchor the area by giving it some historical significance and a sense of permanence. Evenly spaced traditional acorn luminaire street lighting lines both sides of the street; however, there is a significant lack of climate-appropriate landscaping to enhance the existing buildings and streetscape.



## INFRASTRUCTURE

(based on known datasets)



Negatively  
Impacting  
Downtown



Neutral



**HOW DOES IT SCORE**



Positively  
Impacting  
Downtown

All infrastructure is in good condition. There is no data for maintenance and upgrades, yet preparing a database for this would be useful in capital improvements planning.

- All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.
- Abandoned water lines of 8" and 14" run underneath State Street.
- One high-pressure 14" ductile iron water line following State Street before turning north onto 200W.
- One 10" polyvinyl chloride water line runs parallel to State Street.
- Below-ground electricity is the primary method of power distribution, with just one short overhead secondary line connecting to a light near the NW corner of the hotel.
- Cast iron catch basins are present in the streetscape for stormwater drainage, and they are also present mid-block on the north side of State Street in some of the larger paved areas. All manholes are in the ROW for maintenance and repair access.

## PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively  
Impacting  
Downtown



Neutral



**HOW DOES IT SCORE**



Positively  
Impacting  
Downtown

The recently updated sidewalks, curbs, and streets make for easy traveling by automobiles.

However, the lack of a setback from the street for the sidewalk decreases both perceived and actual safety for pedestrians utilizing the sidewalks. The sidewalks are an average of 6 feet wide in this block area, with intermittent trees positioned between the pedestrians and the street. ADA ramps are placed at each intersection with marked crosswalks.

In addition, crosswalks crossing State Street are only present at the westernmost corner of this study block, all other crosswalks parallel State Street. Bicycle infrastructure is not currently allocated space or consideration for bicycle amenities in block 1.

State Street or SR-9 has two travel lanes in each direction, with a third lane for left turns at cross-street intersections. 300 W and 200 W are smaller streets with one lane of travel in each direction, a turn lane at State Street, and a parking lane on each side starting one-half block from State Street. Overall, circulation is concentrated on State Street with limited access in and out of parking lots depending on the direction of travel due to curbed medians.

## REAL ESTATE AND END-USER MIX



Negatively  
Impacting  
Downtown



Neutral



**HOW DOES IT SCORE**



Positively  
Impacting  
Downtown

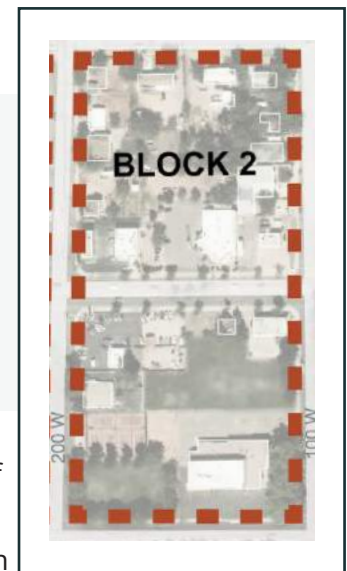
Current tenants in the area are a pizza restaurant, offices, a massage studio, a sporting goods store, a hotel, a bank, and a used car dealer.

There are currently three retail space with frontage on State Street that appear to be inactive, which could host service or retail-based businesses. There are no other vacant spaces in this study area.



## Block 2

This area is bound by 200 W and 100 W to the West and East and 100 N and 100 S on the North and South sides, with State Street bisecting the area as a major thoroughfare and commercial corridor. This study block has a 3,200 linear foot perimeter.



### BUILT ENVIRONMENT



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

A greater mix of businesses and uses occupy this study block. The southern portion of this block hosts the Hurricane Valley Heritage Park, Family History Center, a used car dealership, an archery store, a market, and a single-family home.

The north side of the study area has a home furnishings store, an ATV rental and tours center, a fast-food restaurant, and an assisted living facility. The area is sparsely built, with the dominating features being paved surfaces for parking and driving.

The outdoor furnishings store is awkwardly oriented towards 200 W. Currently, the built form has a setback of 35 feet from the road with a swath of pavement between the building and the road, detracting from the definition of the commercial corridor. All the structures in this block are one story but have different setbacks or interactions to the street, a combination of their setback orientation or angle towards State Street.

On the southwest corner of State Street and 100 W, a small one-story building can host up to four small service or retail-based businesses. This building adds to Hurricane's character with its traditional brick stucco architecture and small setback.

The building positioned at the northwest corner of State Street and 200 W, formerly a maverick gas station, has an appealing western-style architecture with an inviting covered front porch, harkening back to the area's history. In this study block, the corridor begins to have a landscaped median, adding much-needed greenery and interest to the thoroughfare.

### INFRASTRUCTURE

(based on known datasets)



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

### URBAN DESIGN



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

All infrastructure within block 2 is in good condition. There is no full data for maintenance or upgrades completed over the last decade.

- Water infrastructure for the southern half of the study block is accessible only on 200 W and 100 W and not State Street, as the water line runs on the north side of the ROW providing water to the buildings on the north side of the corridor.





## Existing Conditions

- New fire hydrants were installed in 2008 and 2009.
- All underground valves and valve boxes are in the ROW, ensuring the ability for proper maintenance and repairs.
- Underground secondary electrical lines (lateral or service feeders) supply electricity to the park and lights on the south side of the study block.
- Underground main lines supply electricity to all the businesses on the north side of the corridor in this study block, except for one residence at 44 N 200 W.
- Cast iron catch basins are in the streetscape for stormwater drainage. All manholes are in ROW for maintenance and repair access.

## PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

**HOW DOES IT SCORE**

Like the last study block, the central vehicular circulation occurs on State Street or SR-9; the primary difference for this section is a slightly elevated median that provides ample room for vegetation. 200 W on the west side of this block is more minor than State Street, with one lane of travel in each direction, a turn lane at State Street, and a parking lane on each side starting one-half block from state street.

100 W utilizes a stop sign instead of a traffic signal to cross the highway and has angled parking on both sides of the road, making for a narrower and calmer travel lane. Well-maintained narrow sidewalks cap both sides of the street above a six-inch curb.

ADA ramps are accessible at all marked crosswalks; however, the crosswalks are only presently paralleling State Street, and no bicycle amenities are present.

## REAL ESTATE AND END-USER MIX



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

**HOW DOES IT SCORE**

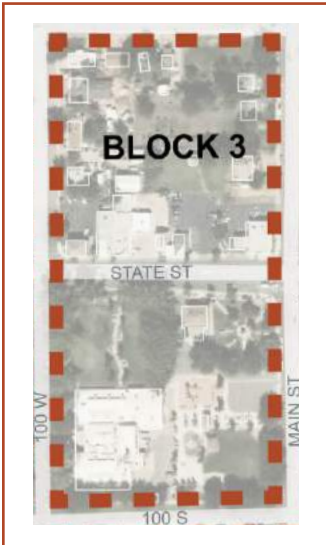
The tenant mixture in this study block is less diverse than the first study block due to the abundance of in-front parking and large swaths of space utilized by the used car dealer.

Other tenants include a small market, home goods store, fast food diner, an adventure center, an assisted living home, and a few single-family homes. Two small commercial spaces with a history of service and retail use at approximately 117 W State Street are vacant. The City owns most of the block to the south of State Street. Additionally, there are plans by the municipality to build a multi-purpose recreational hall in this area.





## Block 3



100 W and Main Street bisects this area to the east to the west and 100 N and 100 S on the north and south sides, with State Street bisecting the area as a major thoroughfare and commercial corridor. This study block has a 3,200 linear foot perimeter.

### BUILT ENVIRONMENT



Negatively  
Impacting  
Downtown



Neutral



HOW DOES IT SCORE



Positively  
Impacting  
Downtown

Hurricane Valley Heritage Park and a local history museum and tourist information center border this study area. The north side of the study area has a Wells Fargo Bank, restaurant, barber shop, craft store, cafe, pawn shop, and a real estate agency office. This area has less land dedicated to parking lots than any other study area in this report.

The buildings across the street from the park are one story with similar form and position near the sidewalk or slightly recessed behind a small parking courtyard-like area. One building on the west side of this block is two stories with a hipped roof and stucco and stone exterior.

The Wells Fargo Bank, positioned on the eastern corner, uses almost 200 feet of street frontage for its parking lot and building combined, breaking up the continuous storefronts to the west.

### URBAN DESIGN



Negatively  
Impacting  
Downtown



Neutral

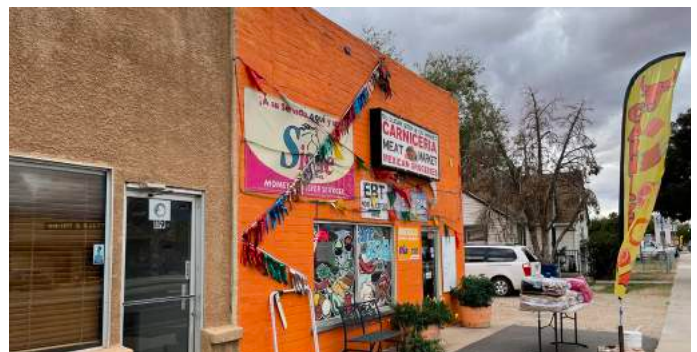
HOW DOES IT SCORE



Positively  
Impacting  
Downtown

Block 3 is more inviting and conducive to pedestrian mobility and community gathering. The large park on the south side of State Street provides ample grass and shade with a sidewalk behind mature street trees.

Adding to the historical character of Hurricane, the local history museum's architecture and stone and iron fence bordering the public sidewalk are reminiscent of early Mormon settler architecture. The buildings across the street from the park, excluding the bank, are positioned next to the sidewalk, helping to define the corridor while inviting people to utilize the sidewalks. Street trees on this side of the street are smaller but help to shade the sidewalk for pedestrians.







## Existing Conditions

### INFRASTRUCTURE (based on known datasets)



Negatively  
Impacting  
Downtown



Neutral



**HOW DOES IT SCORE**



Positively  
Impacting  
Downtown

All infrastructure is in fair to good condition. There is no data for maintenance except for recent fire hydrant upgrades.

- *New fire hydrants were installed in 2008 and 2009*
- *Underground secondary lines supply electricity to the park and lights on the south side of the study block.*
- *All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.*
- *Above-ground secondary electric lines supply electricity to the buildings on the north side of the street, equating to the most overhead lines out of the study blocks.*
- *Cast iron catch basins are in the streetscape for stormwater drainage. All manholes are in ROW for maintenance and repair access.*

### PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively  
Impacting  
Downtown



Neutral



**HOW DOES IT SCORE**



Positively  
Impacting  
Downtown

Automobile circulation is centralized around State Street with limited left turn mobility due to a landscaped median. The side streets, 100 W and Main Street, are quieter, with one lane of travel in each direction with a turn lane in the median at intersections. State Street and Main Street intersection has a traffic signal, while 100 W and State Street utilizes a stop sign.



While the intersection of State and Main has a crosswalk, the 2021 walking survey of the area called this intersection out as one of the most dangerous. Pedestrian accessibility is greatest in this study area because of the park's network of pathways and open space away from the traffic of State Street. In addition, there is a four-direction crosswalk with ADA accessibility at Main Street and State Street, one of the few crosswalks across the Highway. Moreover, the General Plan recommends that 100 W south of State Street in this area be closed for greater pedestrian access. No bicycle amenities are present.

### REAL ESTATE AND END-USER MIX



Negatively  
Impacting  
Downtown



Neutral



**HOW DOES IT SCORE**

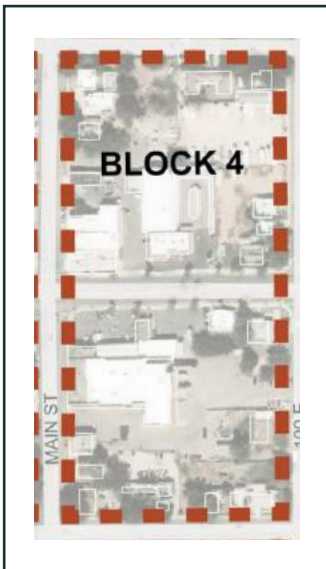


Positively  
Impacting  
Downtown

Single-family detached homes exist on the north side of the study block, and the municipally owned public park exists on the southern edge. Private businesses operate along the north side of State Street. A bank, pet shelter, restaurant, craft store, and a real estate broker's office are tenants on the north side of the highway. Two retail spaces in the middle of the block are vacant, yet in the process of renovation.



## Block 4



This area is bound by Main Street and 100 E to the West and East and 100 N and 100 S on the North and South sides, with State Street bisecting the area as a major thoroughfare and commercial corridor. This is the easternmost study block with a 3,200 linear foot perimeter.

## BUILT ENVIRONMENT



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

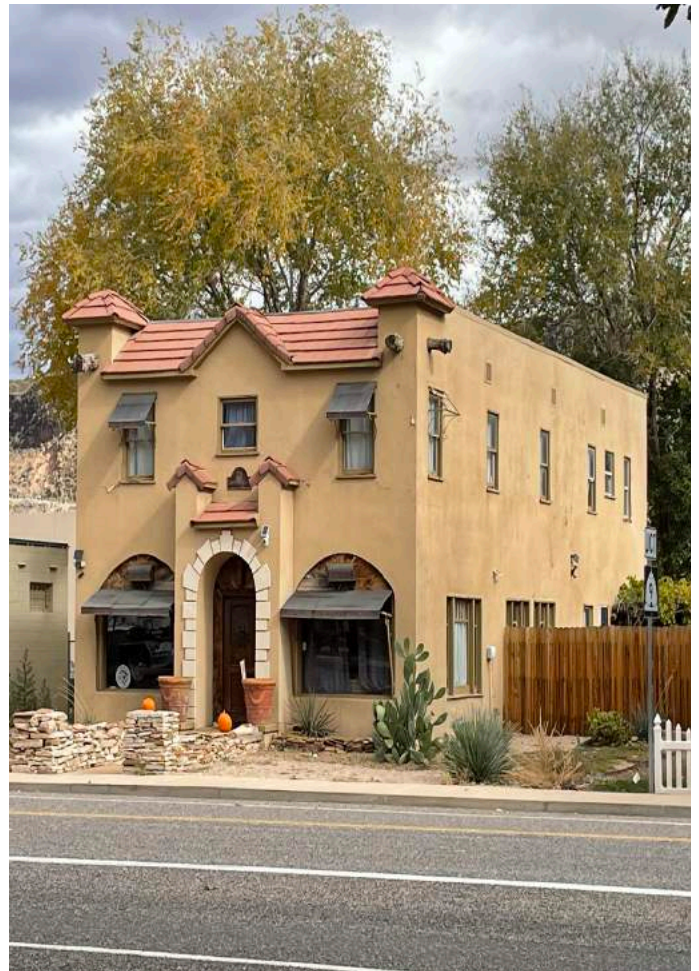
## HOW DOES IT SCORE



This study block has a variety of businesses. The south side hosts a health foods store, auto repair, tire shop, Mexican food restaurant, and canine recreation center and spa.

The north side of the study area has a laundromat, tanning salon, antique mercantile, florist, tattoo shop, and a short-term rentals. Over 50% of the land area of this block is paved for parking and driving with inconsistent building placement and form. A mix of parking between and in front of buildings, in combination with no landscaping or uniform setbacks, creates a cumbersome area to navigate by foot, bicycle, or vehicle.

The historic building on the corner of State Street and Main Street is the most defining structure in this area because of its traditional form and placement next to the sidewalk.





## URBAN DESIGN



Negatively  
Impacting  
Downtown



HOW DOES IT SCORE



Neutral



Positively  
Impacting  
Downtown

The urban design of this specific area is non-descript except for the historic Main Street building north of the intersection with State Street. This two-story brick building has four storefronts and historic heritage apartments on the second floor. A well-maintained craftsman bungalow with large windows, brick and shingle exterior, and large roof overhangs, houses the canine recreation and spa center. Some other buildings show decay and discoloration on their stucco, detracting from the area's value and aesthetics.

## INFRASTRUCTURE

(based on known datasets)



Negatively  
Impacting  
Downtown



Neutral



HOW DOES IT SCORE



Positively  
Impacting  
Downtown

All infrastructure is in good condition. There is no data for maintenance except for recent fire hydrant upgrades.

- *New fire hydrants were installed in 2008 and 2009.*
- *Water of smaller caliper (6" -10") mains in ROW are present on all streets in the study block.*
- *All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.*
- *Below-ground electricity is the primary method of power distribution, with just one short overhead secondary line connecting to a house at 83 E State Street.*

## PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively  
Impacting  
Downtown



HOW DOES IT SCORE



Neutral



Positively  
Impacting  
Downtown

Like the other study areas, the vehicular transportation is concentrated in the main corridor of State Street. However, strip mall-style development (parking in front with large building setbacks) on the north side of State Street that is oriented perpendicular to the corridor creates a terminal and narrow shaped parking lot wedged between other buildings, making vehicular navigation cumbersome—navigating as a pedestrian is similar here to the other study areas. A six-foot-wide sidewalk abutting the curbs with intermittent street trees and no bicycle amenities.

## REAL ESTATE AND END-USER MIX



Negatively  
Impacting  
Downtown



Neutral



HOW DOES IT SCORE



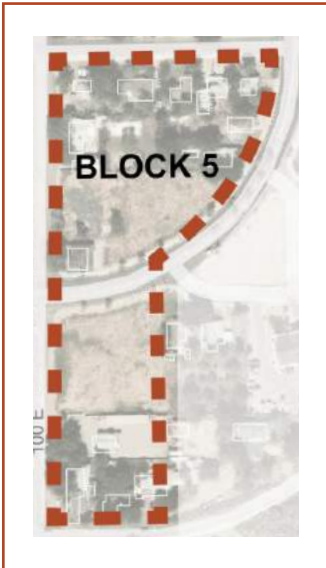
Positively  
Impacting  
Downtown

On the south side of State Street, current tenants include a veterinary clinic, Mexican restaurant, and a car mechanic. There is a recently renovated vacant auto body shop or commercial garage space at 46 E State Street with a large parking lot in front. On the north side of the study area, there is a single-family home, a vacant lot, and a strip mall with a tanning salon and laundromat. In the historic building on the corner of Main Street and State Street, there is an antique mercantile and florist with vacant units to the north on the ground floor. The upper level of the historic building is a mixture of vacancies and overnight accommodations.





## Block 5



This area is uniquely shaped compared to the other study areas, given the topographic features on the far eastern edge of Hurricane. Bound by 100 N and 100 S to the North and South, the east border of this area is defined partially following the northward curve of State Street (HWY 9), and then the border follows the rear property line of the parcels fronting S 100 E. mid-block.

### BUILT ENVIRONMENT



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

**HOW DOES IT SCORE**

Block 5 has a newly built veterinary hospital and maverick gas station situated across State Street from each other. North of the gas station are eight single-family residential properties. South of the veterinary clinic is four residential properties. State Street in the block curves northward, eventually perpendicular to the rest of the corridor to the west. A twelve-foot wide median with mature desert landscaping adds beauty to the streetscape while traffic calming around the curve of the Highway.



### URBAN DESIGN



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

**HOW DOES IT SCORE**

This area has quality urban design, in part due to the well-designed gas station with western styling and the veterinary clinic's craftsman styling. Both new developments have desert-appropriate landscaping with swales for sequestering stormwater runoff – an aesthetic and functional feature. Most of the homes in the study block are charming older homes with large trees and maintained yards.





## Existing Conditions

### INFRASTRUCTURE (based on known datasets)



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

All infrastructure is in good condition. There is no data for maintenance except for recent fire hydrant upgrades.

- *New fire hydrants were installed in 2008 and 2009.*
- *Water of smaller caliper (6" -10") mains in the ROW are present on all streets in the study block.*
- *All underground valves and valve boxes are in the ROW, ensuring proper maintenance and repairs.*
- *Cast iron catch basins are in the streetscape and the veterinary hospital for stormwater drainage. All manholes are in the ROW for maintenance and repair access.*
- *Electrical mains run below ground to all businesses and homes except on E 100 N, where all the homes receive electrical overhead.*



### PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

Like the other study areas, vehicular transportation is concentrated in the main corridor of State Street or SR-9. No crosswalks are available for crossing State Street in the study block, nor are there any bicycle amenities, demonstrating the auto centric design of the corridor. The space has been designed for the vehicle with little consideration for how bicyclists and pedestrians navigate the area, besides comfortable 9' wide sidewalks with ADA accessibility. Vehicle mobility through the parking lots is ample, with driveway access only present on 100 E for both lots due to the curve of the highway.

### REAL ESTATE AND END-USER MIX



Negatively  
Impacting  
Downtown



Neutral

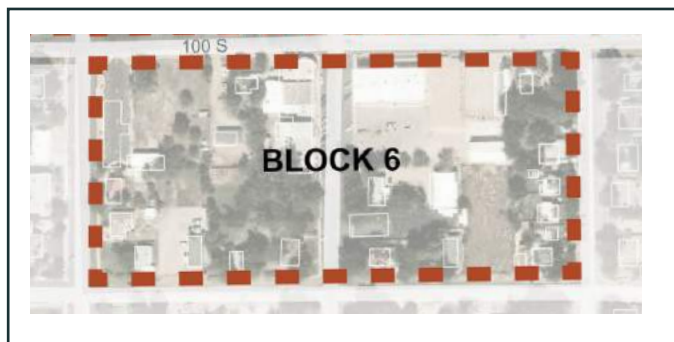


Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

The businesses in this block are gas stations, veterinary clinics, hair salons, and short-term rental complex. The salon works out of a residential building tucked behind the gas station, and the area appears to have no vacant commercial spaces.





This area is south of the main corridor centered on Main Street and bound by 100 W and 100 E, and 200 S to the south. This is the southernmost study block with a 3,200 linear foot perimeter.

### BUILT ENVIRONMENT



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

HOW DOES IT SCORE

This study block has many charming qualities typically found in the historic grid-style planning of early Mormon settlements. Notable features are present, including wide streets, mature trees, and historic homes worthy of historic protection. In addition, infill development in the form of ranch-style single-family homes and a Century Link facility at 53 W 200 S. A strip of small businesses working out of historic buildings help to tie the neighborhood to its historical roots.

The wide street on 200 S can feel undefined due to the large gravel parking strip on both sides of the road in the place of a curb and gutter. The gravel parking strip and lack of gutter make the neighborhood feel quaint and less urbanized, adding a rustic western motif while allowing stormwater to percolate naturally into the soil instead of being piped off-site. Blighting parcels exist, including the internet service provider facility and dry vacant lots.

### URBAN DESIGN



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

HOW DOES IT SCORE

The intermittent Victorian and Craftsman style historic homes are the greatest asset to this study block's urban design.





## Existing Conditions

### INFRASTRUCTURE

(based on known datasets)



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

All infrastructure is in fair to good condition, yet a lack of capacity increase has been notated due to limited pipe sizes. There is no data for maintenance except for fire hydrant upgrades.

- *Fire hydrant ages range from 1979 to 2012.*
- *Most electricity is supplied from primary overhead lines located mid-block at the rear property lines of residential parcels.*
- *The only stormwater infrastructure is a gutter on the west side of S 100 E.*
- *Potable water runs through a 6" cast iron line in the ROW.*



### PEDESTRIAN AND VEHICULAR CIRCULATION



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

This neighborhood area is calm and has wide streets, including ample room for 30-degree angled parking. Sidewalks are only present on 100 W and Main Street, where there is a curb and gutter. Parking is ample, with angled parking on 100 W and Main Street and gravel parking strips on 200 S. Accessibility is limited on 200 S for those using mobility devices due to the gravel parking lanes without sidewalks.

### REAL ESTATE AND END-USER MIX



Negatively  
Impacting  
Downtown



Neutral



Positively  
Impacting  
Downtown

#### HOW DOES IT SCORE

Chums headquarters, and the Main Street Café anchor the neighborhood businesses on Main Street. In addition, the Catholic thrift center, a roofing company, and Over the Edge Sports also have tenure in this study block. 132 S Main Street is a mains street property with limited interaction to the street.



## Transportation



### Traffic Volume

Annual average daily traffic (AADT) is an estimation of how many cars travel along a specific street or street segment in a day. This number is typically derived by recording traffic counts for an extended period on a specific street. After the traffic counts have concluded, the numbers are examined and determined to be representative of normal traffic behavior, this data is then used to create an annual daily average.

The highest traffic volumes in Downtown Hurricane are recorded on State Street (SR-9) where it reaches up to 36,200 vehicles per day. State Street connects I-15, west of downtown, to Toquerville Boulevard (SR-17), which is the main access to Toquerville and La Verkin, as well as the entryway to Springdale and Zion National Park. SR-59 (100 S) has the second largest traffic volume in Downtown Hurricane (5,300 cars daily) where it connects to 100 E at the eastern edge of the study area. Other roads in downtown have lower traffic volumes remaining under 5,000 vehicles per day.

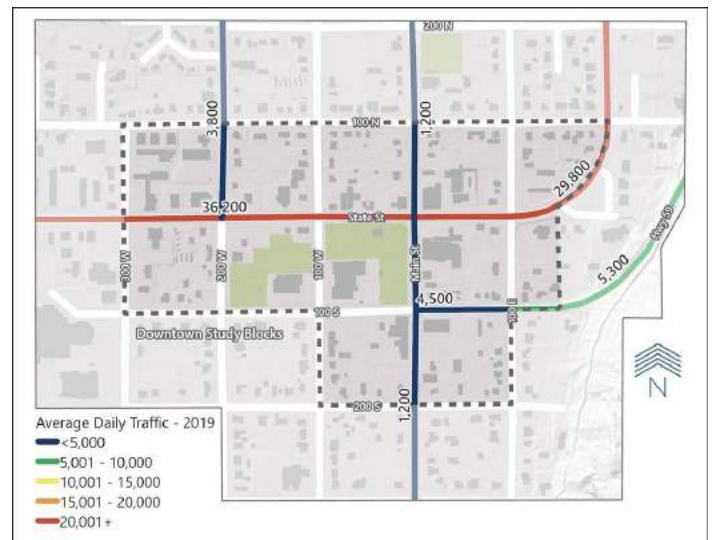


Figure 16: Average Daily Traffic Volumes (2019)



### Truck Traffic Volume

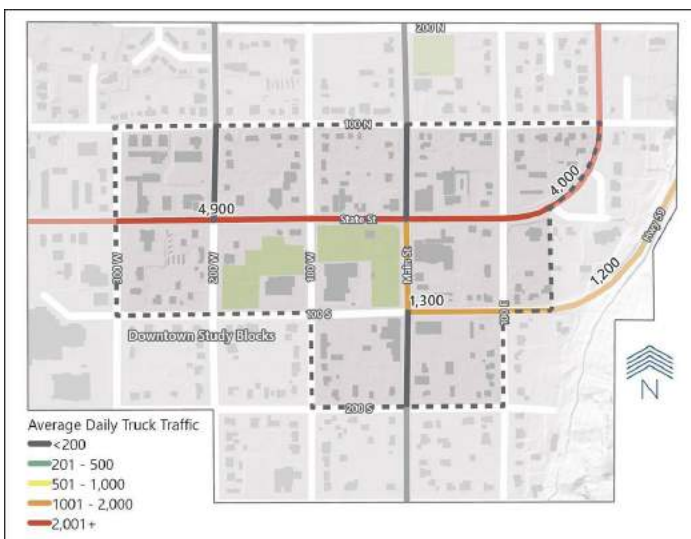


Figure 17: Average Daily Traffic Volume (2019)

State Street (SR-9) is also the main truck route in Hurricane. About 12.4% of the traffic on SR-9 is related to trucks. Trucking routes are essential to local and regional economies and the ability to move goods is a necessary component for a comprehensive transportation system. In Downtown Hurricane, accommodating large tractor-trailers as well as passenger vehicles can be a challenge. In general, tractor-trailers take up more space and require more time to come to a complete stop. Safety becomes a heightened concern not only for other vehicles but for non-motorists. High noise levels, road debris, and air pollution are also issues of concern. However, designated truck routes and urban design strategies can help mitigate these challenges.

All maps available in a larger format in the appendix





## Bicycle Usage

Strava is an app that uses GPS tracking to record a variety of outdoor activities including cycling, running, walking, and other forms of active transportation. The company provides the GPS data in the form of geospatial data, providing a general idea of high-traffic corridors for active transportation (AT) such as biking and walking. It is understood that the data is representative of only certain segments and demographics of the population, such as expert bicyclists and those with access to mobile devices and does not by any means represent all active transportation users. However, it is beneficial to see where these AT trips are currently occurring in Downtown Hurricane.

State Street is the corridor with highest bicyclist usage in Downtown Hurricane, with up to 1,390 average yearly two-way trips. This represents potential conflict with car and truck traffic on the same route since bike lanes or other dedicated bicycle facilities do not exist along SR-9. The second most used corridor is 100 S which is a lower conflict alternative to State Street for moving cyclists east-west.



## Pedestrian Usage

Strava data for pedestrians in Downtown Hurricane shows that State Street has the highest pedestrian usage as expected.

The area between 200 W and Main Street sees the highest number of people walking since it contains most of the main destinations in Downtown, including the Hurricane Valley Heritage Park Museum, the Hurricane City Leisure & Recreation building and park, Hurricane Theatrical, pickleball courts, and various commercial establishments. The second most trafficked street by pedestrians is Main Street followed by 100 W only between 200 S and 100 S. Most other streets in Downtown Hurricane are not used much by pedestrians. Pedestrian signal requests were evaluated for the existing traffic signals within the downtown area. These pedestrian requests are the number of times the crosswalk signal was called to allow pedestrians to cross

at the intersection. These requests represent the number of times pedestrians could cross the street at the signal and not the total number of pedestrians, since each request can allow for more than one pedestrians to cross.

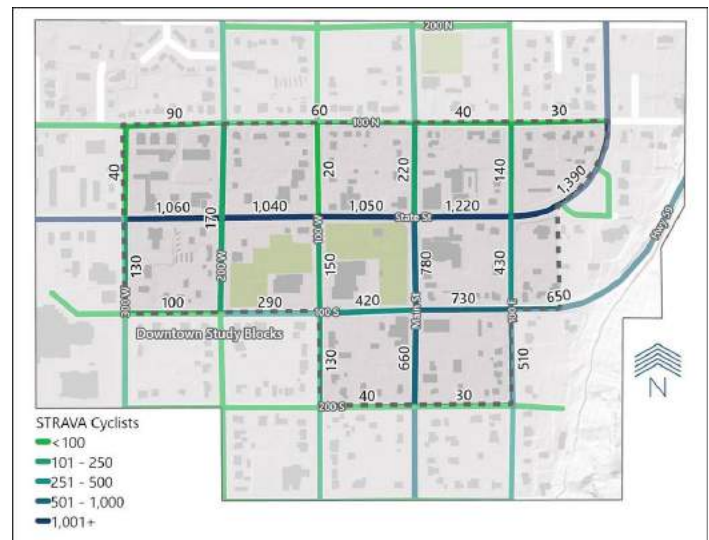


Figure 18: STRAVA Cycling Trips (2019) Yearly Two-way Trips

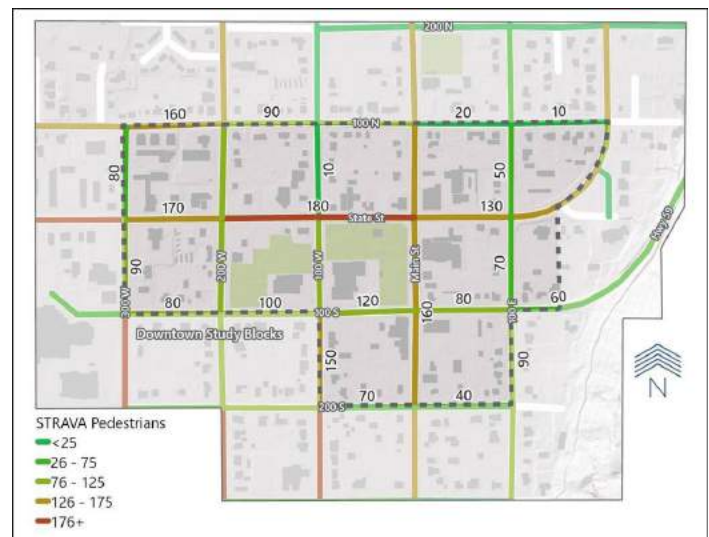


Figure 19: STRAVA Walking Trips (2019) Yearly Two-way Trips

02



# MARKET ANALYSIS



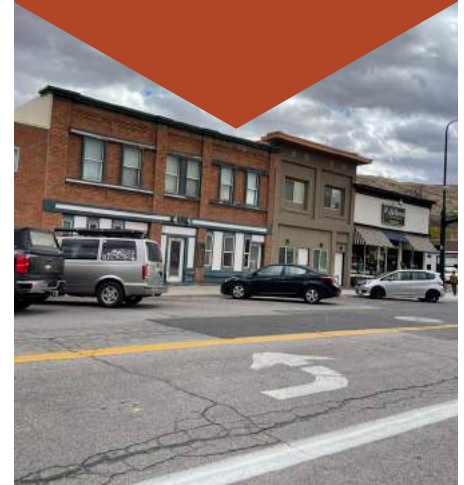




Hurricane City serves as one of several regional nodes for commerce, offering various services and amenities to the City, nearby communities, and visitors to Zion National Park. While it does meet most of the necessities and many of the desired purchases, the City is still missing several critical services and amenities that are causing residents to venture further away, towards Washington or St. George, or even further to fulfill a need.

These underserved amenities are causing residents to spend taxable dollars outside the local market, demonstrating a leakage. These missing services are called “gap” services or amenities, hindering the long-term growth of Hurricane’s economy.

The community must understand the most viable services or amenities to help the Downtown become a hub of activity and provide the highest use possible for properties. When reviewing market data and sales information, it is critical to remember there are two types of highest and best use, namely:



## ROI Focused Use

This style of highest and best-use calculation is based on the return on investment (ROI), focusing on the most information generated with a property.



## Civic-minded Use

This style of determination also includes qualitative factors, precisely elements necessary for vibrant communities and corridors. Often these elements have limited or no ROI yet are critical to the overall community health.

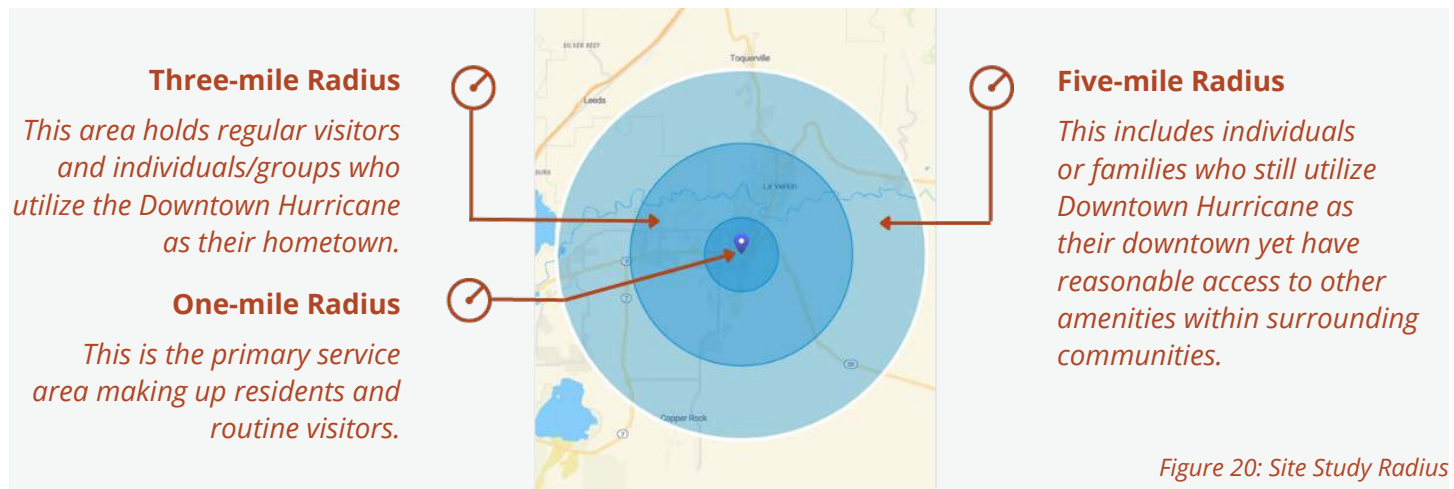
To determine opportunities for growth, the City must undergo a gap or market analysis, highlighting the potential end-users who can utilize the buildings or public spaces within Downtown, ultimately identifying the types of spaces needed. To identify these services, it is critical that the community better understand what services or amenities are being met within the community and what services residents have to travel for. By identifying these opportunity gaps, Hurricane can determine what will improve the quality of life for residents while preserving the existing businesses through limited competition.

Outlined in this section are data collected from the Claritas Market Analysis data, US Census Bureau, and other publicly available datasets. This information will be integrated within the formation from the existing conditions analysis and reviewed during recommendations preparation, ensuring the viability of critical elements or alterations.



## Market Trade Areas

When preparing a market analysis, it is critical to identify a potential market demand or target market area. In the case of Downtown Hurricane, a draw radius of up to 5 miles was identified as the primary draw area. This area is demonstrated on the map in Figure 20 below. There are multiple municipalities within this drawing area, many of which utilize the services and amenities that Downtown Hurricane offers. Due to this nature, we provide information about a series of distinct trade areas up to a five-mile radius. The areas identified are:



All information and data outlined in the remainder of this chapter represent conditions as documented for the one, three, and five-mile radius as provided in Claritas Data as pulled on 03/30/2023. Conditions change, and expenditures fluctuate regularly. Updating this report annually or bi-annually with new data is recommended to ensure it remains current.

## Missing Services & Amenities

Missing retail services within a community represent sectors in a market that are not meeting their fullest potential, specifically with the comparison between the amount of revenue captured and projected demand. For a small community to succeed, it must provide all necessary purchases and most of the desired services for residents. Without these goods and services, residents will be forced to travel for them, taking their valuable tax dollars to another location.

This section outlines the services and amenities identified as underserved within the target market areas (listed above). These identified sectors represent under-served services with either a potential for growth or start-up within Downtown Hurricane. Additionally, all missing services have been vetted as desirable or applicable to be placed within the one-mile.

Additional services have been underserved, yet they are not well situated for downtown or smaller-scale locations. Details about the style of service and required physical/socio-economic characteristics are provided for each service type. Each NAICS sector has significant variation within, both in terms of market demand and compatibility with the downtown area. Stakeholders should seek to recruit retail tenants that have gaps in supply, have positive growth outlooks, and foster pedestrian activity.

Auto-oriented businesses must be carefully designed within downtown areas, i.e., gasoline stations (NAICS 447), motor vehicle and parts dealers (NAICS 441), and non-store retailers (NAICS 454). While these three NAICS categories are not recommended as part of this Plan, the City should require that these establishments provide accommodations for pedestrians and micromobility users.



## Start-Up or Growth Opportunities

### Compounding Pharmacies and Drug Stores

This sector includes pharmacies and drug stores engaged in retailing prescription or nonprescription drugs and medicines, specifically retail pharmacies, apothecaries, drug stores, and on-site institutional pharmacies.



| MISSING SERVICE                             | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|---------------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Pharmacies and drug stores<br>(NAICS 44611) | \$4,413,189            | \$14,026,681           | \$4,094,296            | 84.35%                             |

Pharmacies and drug stores are a necessity and are already met somewhat within all three of the trade areas. Numerous establishments are located along SR 9, but none are located within Downtown. The lack of multimodal infrastructure creates an issue with accessibility between Downtown and nearby pharmacies.

The supply gap within the five-mile trade area could nearly support an average establishment in sales, and this is worth further exploration beyond the five-mile trade area. Moreover, as the area continues to grow in population, there will be a need for an additional establishment.

### Convenience Stores

This sector includes convenience stores and food marts that sell a limited selection of necessity purchases (e.g., milk, bread, and snacks), excluding gas stations. Typical convenience stores provide necessity goods, and there is no existing supply within the one and three-mile trade areas. There is very limited supply within the five-mile trade area. The supply gap within the 5 mile trade area could nearly support two average establishments in sales. Theoretically, one could be placed on either end of Downtown. The City should promote locally-owned and moderate-income convenience stores to meet this sector.



| MISSING SERVICE                     | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|-------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Convenience stores<br>(NAICS 44512) | \$515,150              | \$1,592,102            | \$2,100,316            | 196.16%                            |



## Women's Clothing Stores



This sector includes stores that sell women's and girl's clothing, including maternity wear. These establishments may provide basic alterations. Clothing is a desire purchase and should be designed to compete with online retail by providing a niche retail experience.

There is substantial supply within all three supply trade areas, but all three still have opportunity gaps. The supply gap within the five-mile trade area could nearly support an average establishment in sales, and this is worth further exploration beyond the five-mile trade area. Moreover, as the area continues to grow in population, there will be a need for an additional store.

| MISSING SERVICE                          | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|------------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Women's clothing stores<br>(NAICS 44812) | \$486,382              | \$1,659,544            | \$563,280              | 63.96%                             |

## All Other General Merchandise Stores



This sector includes stores that primarily sell general merchandise, excluding department stores, warehouse clubs, superstores, and supercenters. Merchandise may include apparel, automotive parts, dry goods, hardware, housewares or home furnishings, and other lines in limited amounts, with none of the lines predominating. Examples include general stores, home and auto supply stores, and variety stores. Stores in this sector provide necessity goods, and while there is substantial supply within all three supply trade areas, all three still have opportunity gaps.

The supply gap within the five-mile trade area could nearly support two average establishments in sales, and this is worth further exploration beyond the five-mile trade area. Moreover, as the area continues to grow in population, there will be a need for an additional store.

| MISSING SERVICE                                        | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|--------------------------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| All other general merchandise<br>stores (NAICS 452319) | \$468,048              | \$2,161,879            | \$3,106,629            | 161.17%                            |





## Shoe Stores

This industry comprises establishments primarily engaged in retailing all types of new footwear, excluding hosiery and specialty sports footwear, e.g., golf shoes, bowling shoes, and spiked shoes. Stores primarily selling tennis shoes or sneakers are included.



| MISSING SERVICE             | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|-----------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Shoe stores<br>(NAICS 4482) | \$464,479              | \$1,538,936            | \$2,087,198            | 186.56%                            |

Clothing is a desire purchase and should be designed to compete with online retail by providing a niche retail experience. There is very limited supply within the five-mile trade area. The supply gap within the 5 mile trade area could nearly support two average stores in sales. Theoretically, one could be placed on either end of Downtown.

## Jewelry Stores

This sector includes stores primarily selling new non-costume jewelry, sterling and plated silverware, and/or watches and clocks. These stores may also provide lapidary work and/or repair services. Jewelry is a desire purchase and should be designed to compete with online retail by providing a niche retail experience. While there is some supply within all three trade areas, there is still a very large opportunity gap at all distances.



| MISSING SERVICE                 | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|---------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Jewelry stores<br>(NAICS 44831) | \$457,637              | \$1,595,805            | \$1,740,313            | 134.83%                            |

Moreover, given the niche nature of the jewelry sector, the trade area is much larger, especially for niche services like grandfather clock repair. The supply gap within the 5 mile trade area could very well support an average store in sales, and this should be investigated further for the possibility of a larger draw area.



## Specialty Food Stores

This sector includes stores primarily selling specialized lines of food. Meat markets, fish and seafood markets, fruit and vegetable markets, other specialty food markets. Specialty food stores provide higher-end necessity goods, and there is a limited supply within the five-mile trade area. The supply gap within the 5 mile trade area could nearly support two average establishments in sales, and this will grow as the region continues to grow. Theoretically, one could be placed on either end of Downtown. The City should promote locally-owned stores to meet this sector.



| MISSING SERVICE                       | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|---------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Specialty food stores<br>(NAICS 4452) | \$358,157              | \$1,105,774            | \$1,463,842            | 159.98%                            |

## Snack and Non-Alcoholic Beverage Bars

This sector includes establishments primarily engaged in: preparing and/or serving a specialty snack, such as ice cream, frozen yogurt, cookies, or popcorn, or serving nonalcoholic beverages, such as coffee, juices, or sodas. These establishments may carry and sell a combination of snack, nonalcoholic beverage, and other related products (e.g., coffee beans, mugs, coffee makers) but generally sell a unique snack or nonalcoholic beverage. Examples include: beverage bars; carryout service doughnut, bagel, pretzel, and cookie shops with on-premises baking; coffee shops with on-premises brewing; and ice cream parlors.

Snack and non-alcoholic beverage bars are a mixture of niche and necessity goods, and these do not compete with online retailing. There is some supply within all three supply trade areas, but all three still have significant opportunity gaps. The supply gap within the five-mile trade area could nearly support four average establishments in sales, and this is worth further exploration beyond the five-mile trade area since Hurricane is a gateway to Zion National Park. These types of establishments are popular among travelers and families.



| MISSING SERVICE                                         | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|---------------------------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Snack and non-alcoholic beverage<br>bars (NAICS 722515) | \$354,086              | \$1,617,355            | \$2,359,578            | 384.52%                            |



## Electronics Stores

Electronics are an ever-changing market given the rapid evolution in technology available to the market. Moreover, recent market trends have increased niche retailing for this sector. This sector includes stores that sell:

- Products such as televisions, computers, and cameras;
- Single line of consumer-type electronic products;
- New electronic products in combination with repair and support services;
- New prepackaged computer software; and/or
- Prerecorded audio and video media, e.g., such as vinyl records.



Examples include cell phone accessories stores, consumer electronic stores, and computer stores.

Electronics are desire purchases and should be designed to compete with online retail by providing a niche retail experience. While there is significant supply within all three trade areas, there is still a very large opportunity gap at all distances. The supply gap within the 5 mile trade area could well support an average store in sales.

| MISSING SERVICE                      | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|--------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Electronics stores<br>(NAICS 443142) | \$335,225              | \$2,297,116            | \$3,512,062            | 125.48%                            |

## Luggage and Leather Goods Stores

This sector includes stores selling new luggage, briefcases, and trunks. These stores may also sell these in combination non-leather apparel such as belts, gloves, and handbags. Luggage and leather goods are desire purchases and should be designed to compete with online retail by providing a niche retail experience.

There is no supply within the five-mile trade area. The supply gap within the 5 mile trade area could well support two average stores in sales. Theoretically, one could be placed on either end of Downtown. National brands, whether sold by a local or national retailer, are the most popular products in this sector.



| MISSING SERVICE                                   | Supply Gap<br>(1 mile) | Supply Gap<br>(3 mile) | Supply Gap<br>(5 mile) | 5 Mile Gap as a % of<br>Avg. Sales |
|---------------------------------------------------|------------------------|------------------------|------------------------|------------------------------------|
| Luggage and leather goods stores<br>(NAICS 44832) | \$334,021              | \$1,035,536            | \$1,385,859            | 218.42%                            |





## Missing Service Typology Recommendations

As important as identifying the potential demand is outlining the requirements for each leakage. The below chart, Figure 21, shows the critical factors for each of the specified services. These statistics are based on national standards, and further research may be required to verify their applicability to the Hurricane local economy.

| MISSING SERVICE                                         | Recommended Square Footage | Recommended Community Size | Recommended Per Capita Income |
|---------------------------------------------------------|----------------------------|----------------------------|-------------------------------|
| Pharmacies and drug stores<br>(NAICS 44611)             | 1,500 - 2,500              | 5,000                      | \$35,000                      |
| Convenience stores<br>(NAICS 44512)                     | 2,500 - 4,000              | 1,500                      | \$30,000                      |
| Women's clothing stores<br>(NAICS 44812)                | 1,500 - 2500               | 10,000                     | \$40,000                      |
| All other general merchandise stores<br>(NAICS 452319)  | 3,500 - 7,500              | 1,500                      | \$30,000                      |
| Shoe stores<br>(NAICS 4482)                             | 3,00 - 5000                | 4,000                      | 35,000                        |
| Jewelry stores<br>(NAICS 44831)                         | 1,500 - 2,500              | 5,000                      | \$40,000                      |
| Specialty food stores<br>(NAICS 4452)                   | 5,000 - 10,000             | 3,000                      | \$35,000                      |
| Snack and non-alcoholic beverage bars<br>(NAICS 722515) | 3,000 - 5,000              | 5,000                      | \$30,000                      |
| Electronics stores<br>(NAICS 443142)                    | 3,000 - 6,000              | 5,000                      | \$35,000                      |
| Luggage and leather goods stores<br>(NAICS 44832)       | 2,000 - 4,000              | 10,000                     | \$45,000                      |

Figure 21: Missing Service Recommendations

The Claritas database provides all information from the above-outlined services. Market research or the Claritas database offers details about each amenity or category interpolated or reviewed.

## Economic Impact of Missing Services or Amenities

Outlined below are calculations demonstrating the potential “leakage” of sales tax revenue to the City. The tax revenue calculations are based on a 1% City sales tax, and all estimates are provided per establishment. In addition to the 1% City sales tax, there is also a 4.85% Utah state sales tax, 0.35% Washington County sales tax, and 0.55% special district sales tax.

| MISSING SERVICE                                         | Average Revenue Per Utah Establishment<br>(Source: 2017 Economic Census) | Potential City Sales Tax Capture (Per Establishment) |
|---------------------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------|
| Pharmacies and drug stores<br>(NAICS 44611)             | \$4,853,671                                                              | \$48,537                                             |
| Convenience stores<br>(NAICS 44512)                     | \$1,070,702                                                              | \$10,707                                             |
| Women's clothing stores<br>(NAICS 44812)                | \$880,723                                                                | \$8,807                                              |
| All other general merchandise stores<br>(NAICS 452319)  | \$1,927,519                                                              | \$19,275                                             |
| Shoe stores<br>(NAICS 4482)                             | \$1,118,778                                                              | \$11,188                                             |
| Jewelry stores<br>(NAICS 44831)                         | \$1,290,712                                                              | \$12,907                                             |
| Specialty food stores<br>(NAICS 4452)                   | \$915,003 (US)                                                           | \$9,150                                              |
| Snack and non-alcoholic beverage bars<br>(NAICS 722515) | \$613,649                                                                | \$6,136                                              |
| Electronics stores<br>(NAICS 443142)                    | \$2,799,000                                                              | \$27,990                                             |
| Luggage and leather goods stores<br>(NAICS 44832)       | \$634,500                                                                | \$63,450                                             |
| Potential additional City tax revenue annually          |                                                                          | \$218,417                                            |

Figure 22: Missing Service Economic Impact

All calculations are based on Claritas database information and US Census Bureau revenue per NAICS sector. The above data is provided to compare and demonstrate potential revenue capture for Hurricane, and all statistics will require additional investigation. The information above does not guarantee the tax capture for properties or businesses and is merely a projection based on available data.





## Oversaturated Services

While Hurricane has a documented lack of services and amenities, the community does have several over-saturated services. Oversaturated services are grossly overselling the potential demand for the Downtown. Outlined below are the services that are quoted as most oversaturated for all three identified radii.

| Oversaturated Service                               | 1 Mile Radius | 3 Mile Radius | 5 Mile Radius |
|-----------------------------------------------------|---------------|---------------|---------------|
| Building material and supplies dealers (NAICS 4441) | -\$19,825,073 | -\$33,986,488 | -\$42,349,014 |
| Warehouse clubs and supercenters (NAICS 452311)     | -\$15,781,421 | -\$21,617,311 | -\$23,060,641 |
| Other general merchandise stores (NAICS 4523)       | -\$15,313,373 | -\$19,455,432 | -\$19,954,012 |
| Home centers (NAICS 44411)                          | -\$11,235,187 | -\$22,624,074 | -\$32,636,821 |
| Other building material dealers (NAICS 44419)       | -\$7,006,003  | -\$9,410,590  | -\$8,243,352  |
| Home furnishings stores (NAICS 4422)                | -\$3,717,370  | -\$6,891,539  | -\$7,627,943  |
| Furniture stores (NAICS 4421)                       | -\$3,499,122  | -\$5,968,610  | -\$6,330,576  |

Figure 23: Oversaturated Services



**By targeting end user clusters, the potential revenue per foot in a downtown is increased by 70%**



## Economic Opportunity Impacts

This section outlines recommendations for business or end-user types to attract into Downtown Hurricane. These recommendations are based on the market analysis and a detailed review of the currently vacant or underutilized buildings within the downtown area. The suggestions help identify tenant type, square footage, block location, and potential lease rates.

| Recommended Use                                      | Space Allocated in the building (sq. ft) | Potential Lease Rate (per foot) | Potential municipal revenue capture per foot |
|------------------------------------------------------|------------------------------------------|---------------------------------|----------------------------------------------|
| Pharmacies and drug stores (NAICS 44611)             | 6,500                                    | \$20.00                         | \$7.46                                       |
| Convenience stores (NAICS 44512)                     | 5,000                                    | \$18.00                         | \$2.14                                       |
| Women's clothing stores (NAICS 44812)                | 2,000                                    | \$15.00                         | \$4.40                                       |
| All other general merchandise stores (NAICS 452319)  | 7,500                                    | \$15.00                         | \$2.57                                       |
| Shoe stores (NAICS 4482)                             | 1,500                                    | \$17.50                         | \$7.45                                       |
| Jewelry stores (NAICS 44831)                         | 2,000                                    | \$20.00                         | \$6.45                                       |
| Specialty food stores (NAICS 4452)                   | 5,000                                    | \$15.00                         | \$1.83                                       |
| Snack and non-alcoholic beverage bars (NAICS 722515) | 1,500                                    | \$17.50                         | \$4.09                                       |
| Electronics stores (NAICS 443142)                    | 5,000                                    | \$20.00                         | \$5.60                                       |
| Luggage and leather goods stores (NAICS 44832)       | 2,000                                    | \$15.00                         | \$3.17                                       |

**Note:** The above-quoted rates are outlined as regional standards. Further review is required for market condition applicability.

Figure 24: Economic Opportunity Impacts

03



## PUBLIC INPUT SYNOPSIS



# PUBLIC INPUT SYNOPSIS



Public input is the cornerstone of any civic-minded project, and the Hurricane City Downtown Plan is no different. Engagement with the public started early in the process and was a constant touchpoint throughout the entire process. Outlined below is the process that was utilized, and the results achieved.

## The Process

The process utilized for the Hurricane City Downtown Plan followed the VAK (Visual, Auditory, Kinesthetic) model. Through this model, we were able to tailor feedback models to methods for which the public was comfortable with. Additionally, a test, refine, and repeat model was utilized, ensuring that public opinion was integrated throughout, ensuring the public's vision was met at every stage. Outlined below is the process that was utilized:

1. Community values surveying
2. Stakeholder and one-on-one meetings
3. Community event participation
4. Community Visioning Workshops
5. Draft Recommendations
6. Community Feedback Survey
7. Final report presentation

## The Results

Due to the efforts of the public and stakeholders, engagement and feedback was an outstanding success. Some critical statistics include:

- **A total of 622 responses were completed for the community visioning survey.**
- **6 different stakeholder meetings were held.**
- **More than 47 individuals and families provided feedback at 3 public workshops across business owners, elected officials, and community member groups.**
- **128 members of the public participated over two meetings providing community visioning input and feedback, producing over 500 comments.**
- **A total of 220 responses were received for the community feedback survey.**

Additional data from public input events is provided in the appendix section

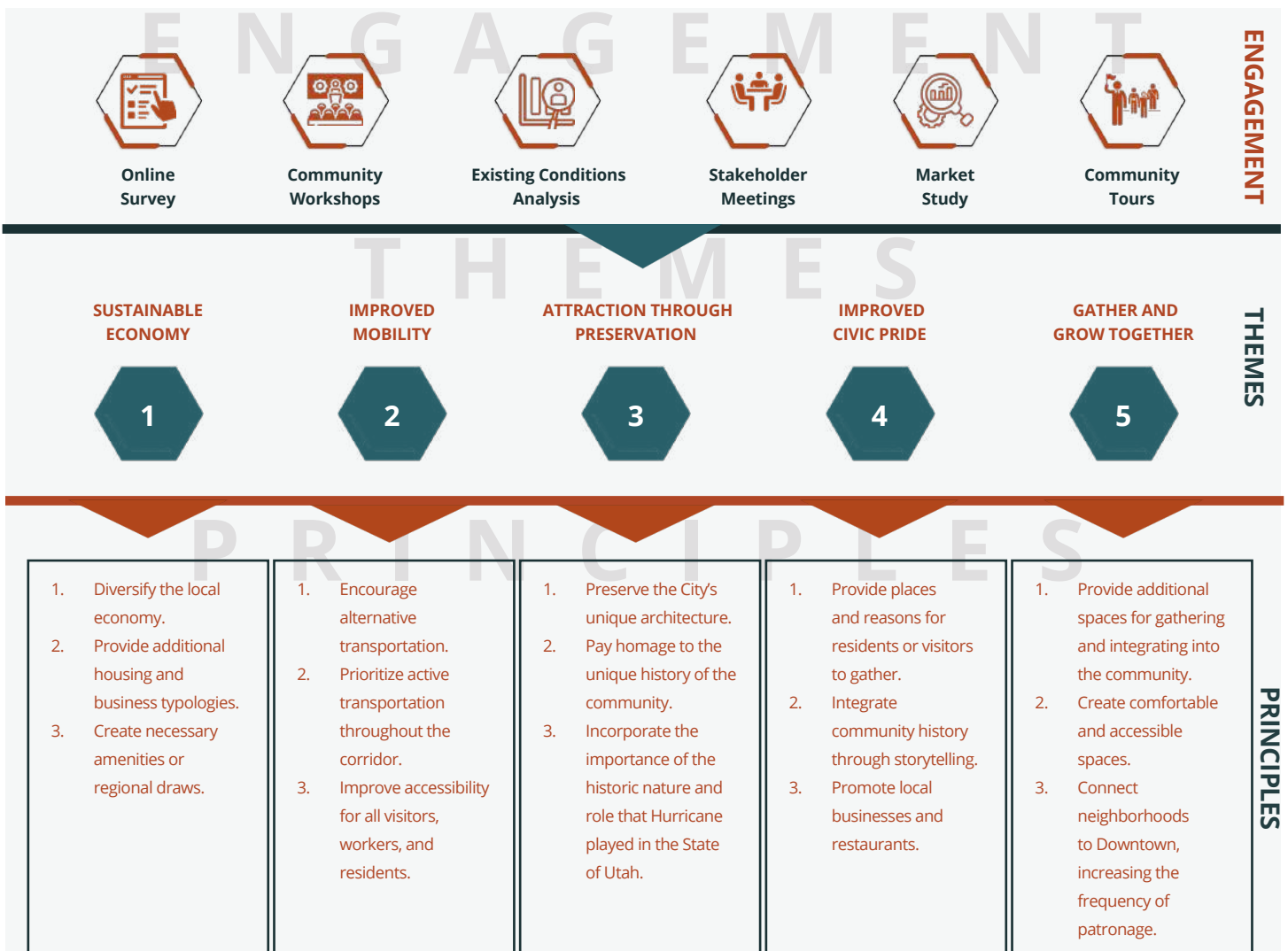


## Community Character Elements

Outlined below are some of the critical community character elements determined through public engagement process. These elements were compiled and extrapolated from input surveys, community charrette notes, online comments, and other feedback methods to demonstrate the overall vision of the community:

- Residents enjoy the small-town atmosphere of Hurricane City.
- There are concerns that revitalization efforts and development will detract from the small-town feel of the community.
- 33.8% of residents have lived in the community for one to five years.
- 37.4% of respondents visit Downtown area daily.
- 75.1% of respondents stated there are not enough service and retail options in Downtown.
- Of the second survey respondents, 72.9% indicated a desire for date night dining options as a priority.
- 89.9% of survey respondents support further downtown revitalization in Hurricane City.
- 71.8% of survey respondents indicated that improved retail and service opportunities in Hurricane City would make Downtown more vibrant.

## Plan Themes





04



## REVITALIZATION RECOMMENDATIONS





## Revitalization Recommendations

In the previous chapters, highlighted information has been prepared to outline the current Downtown conditions and a desired future for Downtown. These two items serve as both the beginning and terminus of a path forward for the community. However critical these steps are, they are not actionable or implementable without a series of detailed and attainable recommendations that will document a concise pathway between the two identified points. Outlined in this chapter are recommendations that will help drive Downtown and the community forward, achieving their goals to make a vibrant, attractive, and inviting downtown.

All recommendations outlined in this chapter are crafted to help revitalize or amend the community based on the results of the public input received during the extensive input campaign. Recommendations are broken down into categories to offer background data and information for each recommendation. The below information is provided for each recommendation:

- ☒ **Name/Topic of the recommendation**
- ☒ **A detailed explanation of the recommendation**
- ☒ **Justification for the recommendation**
- ☒ **What issues or concerns will the recommendation address**
- ☒ **Anticipated benefits from completion**



The implementation chapter will provide further details about each recommendation's timing, roles, and responsibilities, such as:

- ☒ **Timing and strategies for implementation**
- ☒ **Integration and cooperation necessary between community partners**





## Land Use Recommendations

This section outlines recommendations for Downtown's current and future land use, as outlined in Figure 25. These recommendations are created to help provide a series of changes to the land-use designations within Downtown that will drive catalyst changes and ensure enforceability. A list of proposed recommendations is as follows:

1. **Implement a vacant property ordinance.**
2. **Create a Downtown mixed-use zoning district, allowing and encouraging a variety of uses on upper floors such as dwelling units, office spaces, and studios.**
3. **Create an overlay zone for Downtown (specifically related to form-based codes).**
4. **Alter local ordinances and zoning to encourage retail or service-based industries in Downtown.**
5. **Update zoning and ordinances to ensure a minimum Floor Area Ratio (FAR) is met.**

Detailed information about each of the above-outlined recommendations is provided below:

### 1. Implement a vacant property ordinance

A vacant property ordinance will allow the community to better regulate the use of spaces (both indoor and outdoor) within Downtown. Through this effort, the community can ensure that maximized tax revenue is collected from sales and real estate. The proposed elements of a vacant property ordinance should include the following:

#### i. Name/Topic of the recommendation

Limiting the potential uses or end-users in a building will limit the potential impact for less impactful uses. For example, storage and unused spaces should not be allowed on retail window-facing or ground-floor spaces within downtown properties.

#### ii. Requirements for building use

Thresholds (minimum and maximum) for vacancy tenure – This part of the ordinance would focus on providing a set of guidelines for properties that are choosing to be vacant, specifically:

- *Documenting the minimum requirements for marketing the properties.*
- *Outlining the maximum time frame a property can be left vacant without adequate marketing or attempts to re-lease.*

#### iii. Document what a “used” building entails

As critical as the requirements for reducing vacancies is the definition of what a used property entails. This definition should include necessary language that will clearly and concisely define characteristic traits of what a user (or non-vacant) property requires. Special emphasis should be provided on the presence or appearance of spaces, not dictating the exact use of vacant spaces.

#### iv. Provide incentives and penalties for compliance issues

Incentives are opportunities for encouraging business growth through improvement to the built form or other aspects. These incentives can be fiscal or non-fiscal, yet should focus on attracting local businesses to the downtown corridors.



## 2. Create a Downtown mixed-use zoning district, allowing and encouraging a variety of uses on upper floors such as dwelling units, office spaces, and studios

A mixed-use zoning district should be established within Downtown. This will require an amendment to the current zoning code and map. Creating a mixed-use zone will encourage all floors of Downtown buildings to be utilized.

The activation of upper floors within a downtown benefits the community's overall economy but it also benefits the specific property owner by providing the owner with a more diversified source of income from the property. Upper floor uses can include professional services, office spaces, studios, housing and more, depending on the space available and other site aspects.

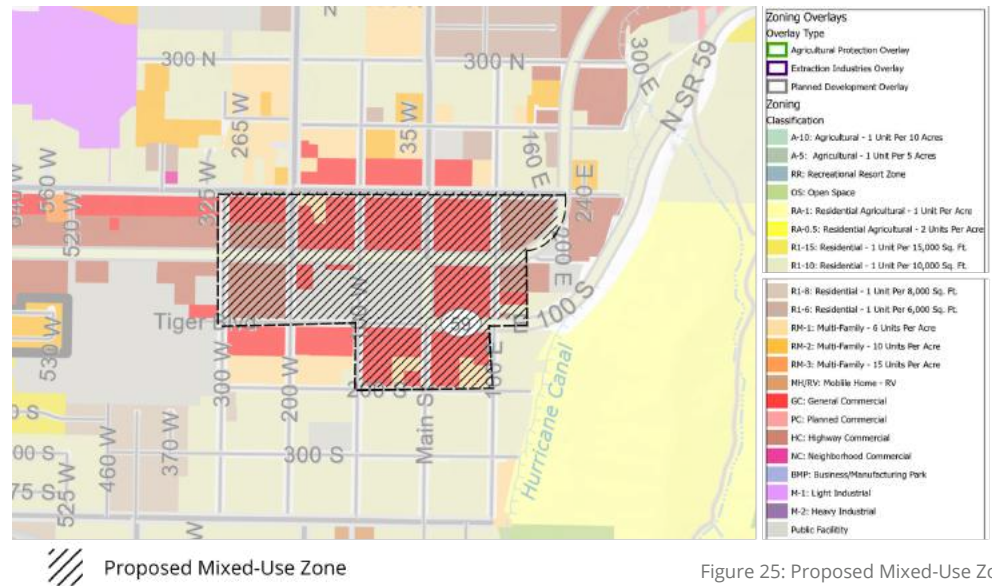


Figure 25: Proposed Mixed-Use Zone

## 3. Create an overlay zone for Downtown (specifically related to form-based codes)

An overlay zone applies special zoning regulations over previously established zoning districts. Creating a new overlay zone will allow the City to implement the most successful parameters for Downtown while maintaining the previously determined requirements with the other zoning districts. All future development and redevelopment within Downtown will be subject to, and be able to take full advantage of, the new regulations. This is anticipated to impact newly constructed buildings, grandfathering existing uses in place. The proposed overlay zone would implement Form-Based Code regulations and the existing zoning requirements within Downtown.

## 4. Alter local ordinances and zoning to encourage retail or service-based industries in Downtown

This recommendation is provided as a method for helping to improve the utilization of space within Downtown. By implementing a retail or service-based industry, first-floor requirement, the community will be able to ensure Downtown properties maximize visibility and provide the most economic impact possible. Additionally, the efforts of ensuring retail or services-based industries on the first floor will drive the appearance of full store fronts, demonstrate viability of the corridor, and improve ADA accessibility, ensuring access for all users.





## 5. Update zoning and ordinances to ensure a minimum Floor Area Ratio (FAR) is met

This recommendation will ensure that downtown development or redevelopment maximizes the economic impact on the community. This will require an increase in the floor area ratio, or land covering percentage, to allow for greater density. FARs of 1 or higher represent square footage that meets 100% lot coverage. Square footage calculations are based on occupiable space, as determined on an occupancy permit.

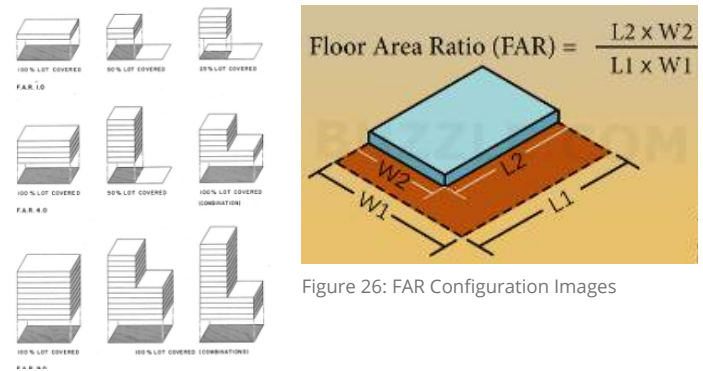


Figure 26: FAR Configuration Images

### For example:

a. A 10,000 Sq Ft single-story building on a ½ acre lot would have the following calculation – 10,000 Sq Ft of building / 21,780 Sq Ft of lot size = FAR .459

b. A 30,000 Sq Ft building (2 floors at 15,000 Sq Ft each) on a ½ acre lot would have the following calculation – 30,000 Sq Ft of building / 21,780 Sq Ft lot size = FAR 1.37

Increasing the FAR calculations will be important to improve usable space in Downtown and even integrate housing. Outlined in Figure 27 is the proposed FAR calculation to be achieved by different tenant/building types:

While this list is not exhaustive, it should set the minimum calculations allowed for permitting during the City's business/building permitting process. Incentives for increased FAR could include reduced parking requirements or qualification. Special consideration should be given for buildings with a FAR of .75 or higher, to reduce parking. See page 83, recommendation 7 for further details.

| Building Use                     | Floor Count | FAR         |
|----------------------------------|-------------|-------------|
| <b>Retail</b>                    | 1 Floor     | .75 - .90   |
|                                  | 2 Floors    | 1.15 - 1.75 |
| <b>Commercial</b>                | 1 Floor     | .65 - .80   |
|                                  | 2 Floors    | 1.05 - 1.3  |
| <b>Service/Restaurant</b>        | 1 Floor     | .60 - .80   |
|                                  | 2 Floors    | 1.25 - 1.40 |
| <b>Residential (stand-alone)</b> | 1 Floor     | .65 - .80   |
|                                  | 2 Floors    | .95 - 1.25  |

Figure 27: FAR Ratios by Building Use

Here are a few considerations to consider when calculating FARs for buildings:

- ✓ FAR's do not include parking or exterior hard surfaces in their calculations.
- ✓ ROW or other space calculations are not calculated in the FAR calculations.
- ✓ A FAR calculation should be conducted for all redevelopment or new construction.
- ✓ Outdoor dining spaces for restaurants (including decks and other above-ground spaces) should be calculated in the FAR.

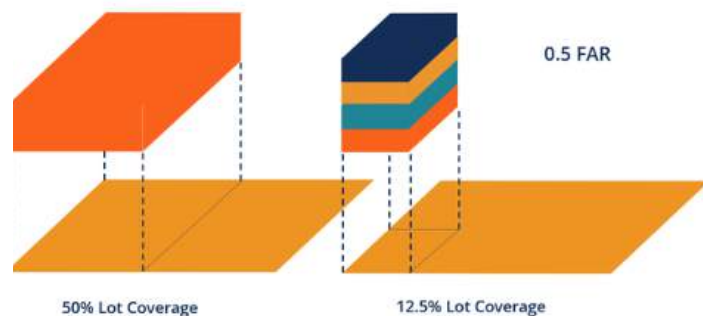


Figure 28: Lot Coverage Equivalencies



## Built Environment Recommendations

Outlined in this section are recommendations relating to the built environment of Downtown. These recommendations are crafted to help implement necessary changes to the community's vision for the overall look, feel, and atmosphere of Downtown Hurricane. A list of proposed recommendations is as follows:

1. **Update and enforce signage regulations.**
2. **Create downtown design guidelines.**
3. **Create mid-sized, hard-surface community gathering spaces in Downtown.**
4. **Incentivize the development of mixed-uses for developers acquiring underutilized downtown properties.**
5. **Explore working with local realtors to create a downtown properties marketing database.**
6. **Implement an annual façade program.**
7. **Investigate the adoption of form-based code, specifically in the Downtown overlay zone**

Detailed information about each of the above-outlined recommendations is provided below:

### 1. Update and enforce signage regulations

Creating unified and comprehensible signage code will drive a distinct Downtown look and feel. In addition, updating sign regulations will provide a clear and consistent review framework. These guidelines will help ensure the proposed signage accentuates Downtown, furthering the area's brand.

These downtown design guidelines will help define a sense of place and can be further personified in the proposed downtown design guidelines. Samples of appropriately integrated signage in successful downtowns are provided below:

Some regulations to consider are:

- ✓ No more than three (3) colors for small or medium-sized signage
- ✓ Limited window-mounted or painted signage
- ✓ Limited text on signage, preferring logos and graphics for storytelling and identification
- ✓ Non-internally light signs, preferring ornate and accurate hook or overcast lighting
- ✓ Informational or LED scrolling signage should be discouraged; and
- ✓ Marquee or other attention-grabbing signage should be encouraged at critical intersections



Signage Samples



## 2. Create downtown design guidelines

Preparing this community-driven document yields a defined and implementable “look” for Downtown. These elements will help promote an attractive and inviting atmosphere, encouraging individuals to spend more time downtown. Often, a successful set of design guidelines must be specific and place-based. Elements proposed to be included are:

- ✓ District elements and typology
- ✓ Architecture typology
- ✓ Architectural styles details
- ✓ Forming and massing of architectural elements
- ✓ Incremental development
- ✓ Before and After renderings
- ✓ Façade elements
- ✓ Signage requirements
- ✓ Site amenities and vegetation guidelines

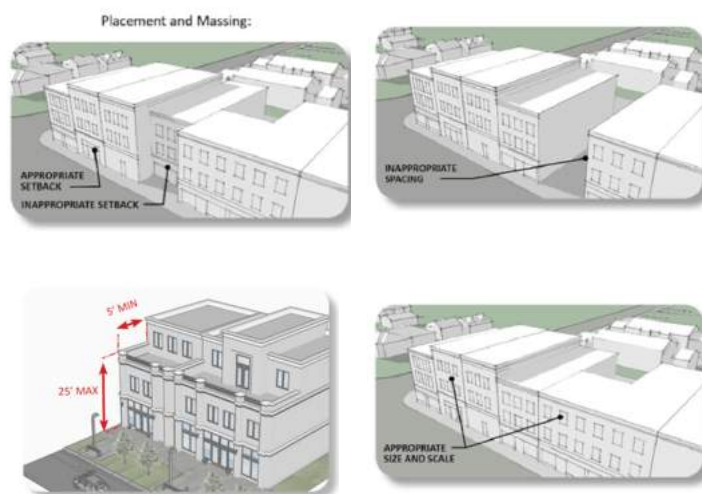


Figure 29: Design Guideline Example Graphics

| Uses                                         | Districts     |                             |                |                  |                      |                     |
|----------------------------------------------|---------------|-----------------------------|----------------|------------------|----------------------|---------------------|
|                                              | Big Box Store | Medium Intensity Strip Mall | Medical Office | Mixed-Use Retail | Mid-Rise Residential | Village Residential |
| <b>Residential &amp; Lodging</b>             |               |                             |                |                  |                      |                     |
| Residential                                  |               |                             |                | ●                | ●                    | ●                   |
| Hotel & Inn                                  | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Residential Care                             |               |                             |                | ●                | ●                    | ●                   |
| <b>Civic</b>                                 |               |                             |                |                  |                      |                     |
| Assembly                                     |               |                             | ●              | ●                | ●                    | ●                   |
| Transit Station                              | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Hospital & Clinic                            |               | ●                           | ●              | ●                | ●                    | ●                   |
| Library/Museum/Post Office (no distribution) | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Police & Fire                                | ○             | ○                           |                | ○                | ○                    | ○                   |
| School                                       |               |                             |                | ●                | ●                    | ●                   |
| <b>Retail</b>                                |               |                             |                |                  |                      |                     |
| Neighborhood Retail                          | ●             | ●                           |                | ●                |                      |                     |
| General Retail                               | ●             | ●                           |                | ○                |                      |                     |
| Outdoor Sales Lot                            |               |                             |                |                  |                      |                     |
| <b>Service</b>                               |               |                             |                |                  |                      |                     |
| Neighborhood Service                         | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| General Service                              | ●             | ●                           |                |                  |                      |                     |
| Vehicle Service                              |               |                             |                | ○                |                      |                     |
| <b>Office &amp; Industrial</b>               |               |                             |                |                  |                      |                     |
| Office                                       | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Craftsman Industrial                         | ●             | ●                           | ●              | ●                |                      |                     |
| <b>Infrastructure</b>                        |               |                             |                |                  |                      |                     |
| Parking Lot                                  | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Parking Structure                            | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Utility & Infrastructure                     | ○             | ○                           | ○              | ○                | ○                    | ○                   |
| Open Space                                   | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| <b>Accessory Uses</b>                        |               |                             |                |                  |                      |                     |
| Home Occupation                              | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Outdoor Storage of Goods                     |               |                             |                | ●                |                      |                     |
| Parking Lot                                  | ●             | ●                           | ●              | ●                | ●                    | ●                   |
| Parking Structure                            | ●             | ●                           | ●              | ●                | ●                    | ●                   |

### LEGEND

- Permitted
- Permitted in Upper Stories Only
- Permitted with Development Standards
- Requires a Conditional Use Permit

Sample downtown design guideline uses chart





### 3. Create mid-sized, hard-surface, community gathering spaces in Downtown

Public spaces are where a community gathers, integrates, and connects. For Hurricane, it is recommended that a series of public gathering spaces be created, helping to guide and encourage further downtown exploration. Depicted below are the proposed sites and amenities for each:

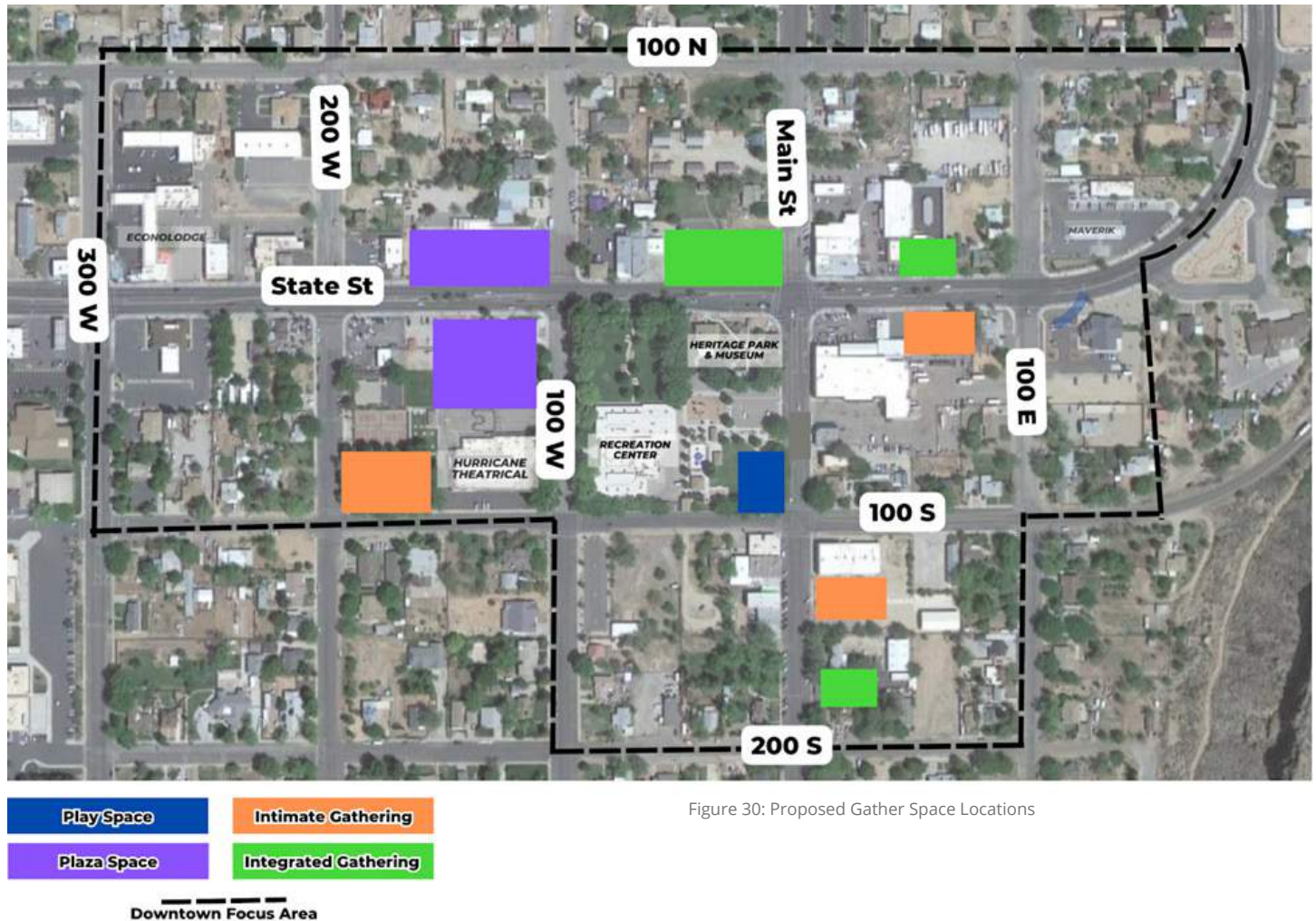


Figure 30: Proposed Gather Space Locations

#### Critical gathering spaces include:



| DOWNTOWN PLAY SPACE                                                                                                                                            | COMMUNITY PLAZA                                                                                                                                                                                                                           | INTIMATE GATHERING SPACE                                                                                                                                                              | INTEGRATED GATHERING SPACE                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| This space is meant to enrich the experience for kids, providing passive play opportunities and allowing families to stay downtown for a more extended period. | Community plazas are multi-purpose, providing the community with a space to eat, congregate, and enjoy time together. Plazas are also equipped to accentuate areas where people can spend more time and enjoy the attributes of Downtown. | These gathering spaces are meant for smaller groups, highlighting the opportunity to have private or quiet conversations right in the middle of all the action happening around them. | Integrated gathering spaces are places where people can quickly stop and enjoy the sights, sounds, and experiences of Downtown Hurricane. These amenities should focus on unique elements to draw in users while providing comfort. |





#### 4. Incentivize development of mixed-uses for developers acquiring underutilized downtown properties

Incentivizing property owners and/or developers to acquire, renovate or revitalize buildings is often met with a series of roadblocks, perceived or realized. To assist this, we recommend a series of incentives that have various fiscal and non-fiscal impacts, matching the anticipated return on investment (from the municipality) to the elements offered. When offering incentives to owners and developers, non-financial opportunities must be considered first and more frequently than budgetary incentives. Providing municipal officials and developers with a sample spreadsheet of opportunities is often the first step. However, when preparing these sheets, it is important to document how many items of each category can be selected, limiting the fiscal impacts on the overall community. Some sample incentives are as follows:

| Concession Type     | Concession                                        | AGENCY       |                |             |
|---------------------|---------------------------------------------------|--------------|----------------|-------------|
|                     |                                                   | Municipality | Property Owner | CRA/DDA/BID |
| Financial           | Offer owner financing (purchase)                  |              |                |             |
| Financial           | Provide Sq. Ft. cost for rehab work (maximum)     |              |                |             |
| Financial           | Offer facade or signage construction assistance   |              |                |             |
| Financial           | Partner on grant applications to DEP              |              |                |             |
| Financial           | Provide options for low-interest collective loans |              |                |             |
| Financial           | Offer tax abatement for necessary businesses      |              |                |             |
| Select 2 from above |                                                   |              |                |             |

Figure 31: Financial Incentives

| Concession Type     | Concession                                    | AGENCY       |                |             |
|---------------------|-----------------------------------------------|--------------|----------------|-------------|
|                     |                                               | Municipality | Property Owner | CRA/DDA/BID |
| Non-Financial       | Offer business marketing assistance (digital) |              |                |             |
| Non-Financial       | Allow sub-let of unused space                 |              |                |             |
| Non-Financial       | Market and maintain database of properties    |              |                |             |
| Non-Financial       | Organize community clean up days              |              |                |             |
| Non-Financial       | Coordinate downtown-wide sales or events      |              |                |             |
| Non-Financial       | Create a "shop local" spreadsheet for retail  |              |                |             |
| Select 2 from above |                                               |              |                |             |

Figure 32: Non-Financial Incentives



## 5. Explore working with local realtors to create a downtown properties marketing database

Helping property owners market their available buildings in a user-friendly and concise manner is an essential step towards increased utilization.

It is recommended that the City partner with local realtors to prepare and market files or dedicate a municipal staff to serve as the single point of interaction, empowering downtown property owners to become more active and engaged.

Below is a series of actionable goals to achieve this recommendation:

- ✓ **Create a customized website (custom website or database)**
- ✓ **Develop an interactive map of Downtown properties.**
- ✓ **Database links for assessor and parcel data**
- ✓ **Downloadable property flyers (marketing or one-off sheets)**
- ✓ **Contacts for leasing/owner agents**



### 201 E. 7TH ST

**Community details:**  
The City of Walsenburg is a diverse community with a structurally intact downtown corridor boasting unique architectural styles. Additional socio-economic or demographic factors are outlined below:

- Average median household income of \$28,554
- 19% of residents hold a bachelors degree or higher
- Average age of 40.6 years old
- An average of \$4,494.40 spent annually on "Food away from home"
- 15.1% of residents work from home
- Underutilized services include:
  - Building materials and supplies
  - General merchandise and clothing stores
  - Furniture and home furnishings stores
- Community has a regional draw and three access points to I-25 within 3 miles of downtown.

The building is in acceptable condition and includes many of the fixtures or equipment in the purchase price. Since the building has been vacated, the structure has been maintained with utilities left turned on, preserving the structure.

- Large parcel of land available for development
- Primary structure design purpose was educational
- Property can be rezoned to fit redevelopment or rehabilitation purposes
- 50,000+ sq ft of space for rehabilitation



#### PROPERTY HIGHLIGHTS

- 1,100 vehicles drive past the property daily
- Ample space for redevelopment or reconstruction
- Convenient access to downtown and interstate

#### BUILDING HIGHLIGHTS

- Available lots can provide ample parking opportunities
- Strong masonry shell can support many uses
- Retail and frontage windows to support a myriad of end users

— Page 2 - 415 Walsen Ave —

Partially funded by USDA Rural Development

Figure 33: Property Database Document Example

Helping prepare this type of marketing program is not cheap or quick, yet it is effective in quickly achieving more utilized buildings. To help streamline this community effort, due diligence reports should be prepared for all underutilized properties. These reports can be linked to the website and offer a downloadable flier for each. Information to be included in the reports includes:

- ✓ **Property address and imagery**
- ✓ **Allowable uses and zoning**
- ✓ **Building information (e.g., age, uses, permits)**
- ✓ **Daily traffic counts**
- ✓ **Floor plans (if available)**
- ✓ **Succinct tax and assessor information**
- ✓ **Community data or socio-economic information**

Preparing these reports will provide property searchers and developers with applicable data for lease and purchase opportunities within Hurricane. With this information, the awareness of the current community conditions and market can be shared to a broader reach.



## 6. Implement an annual facade program

Facade programs are often the most profitable investment a small to medium-sized community can implement, helping drive revitalization. The annual facade program recommendation is to identify potential funding sources, prepare a necessary framework, and implement a matching facade program.

Details about the proposed program are outlined below:

a. Utilize a USDA or CDBG funding application to provide seed funds for the projects.

b. 50/50 match, up to \$10,000 per addressed property

c. Eligible elements include:



The community can begin revitalizing Downtown properties through this program. Additional consideration should be given to areas along the alleyways, encouraging property owners to create “flow-through” businesses, increasing alleyway access, and driving safe pedestrian circulation. Below is the proposed priority map for facade improvements:

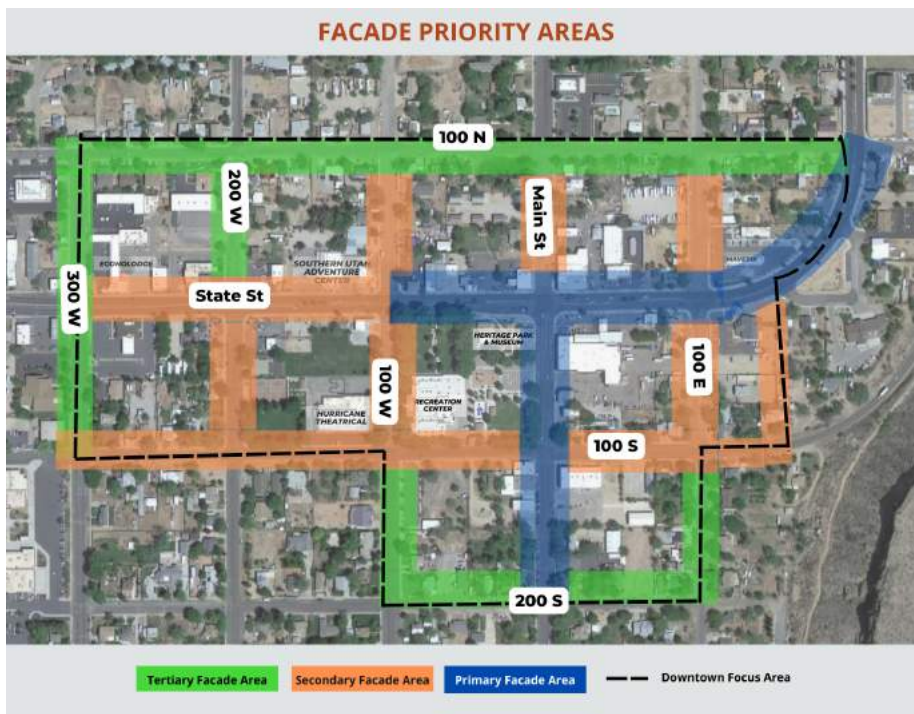
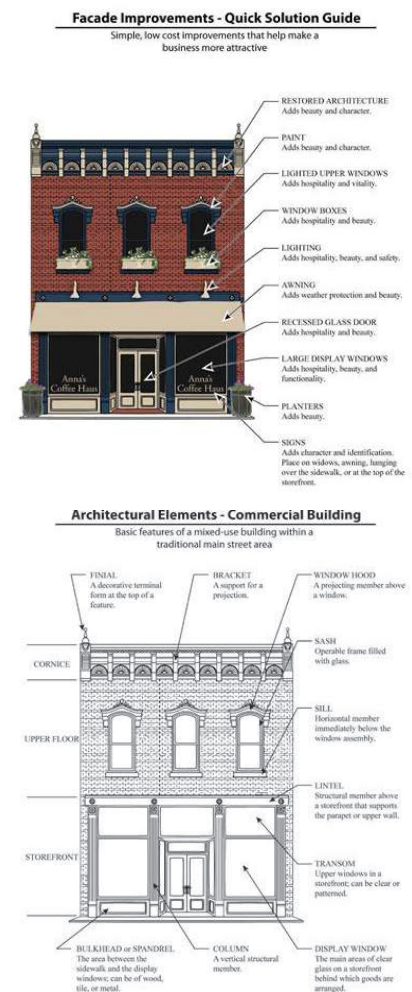


Figure 34: Property Database Document Example

The proposed facade grant program participation process includes the following:

1. Preparation of a simple 2-page application (including cost estimates or contractor quotes)
2. Scoring and ranking of properties based on leveraged funds, project readiness, and community impact.
3. Grant agreement preparation and approval
4. Expenditure of funds and reimbursement every month

The graphics below highlight various façade elements.



Above images provided in appendix section in larger size





## 7. Investigate the adoption of form-based code, specifically in the Downtown overlay zone

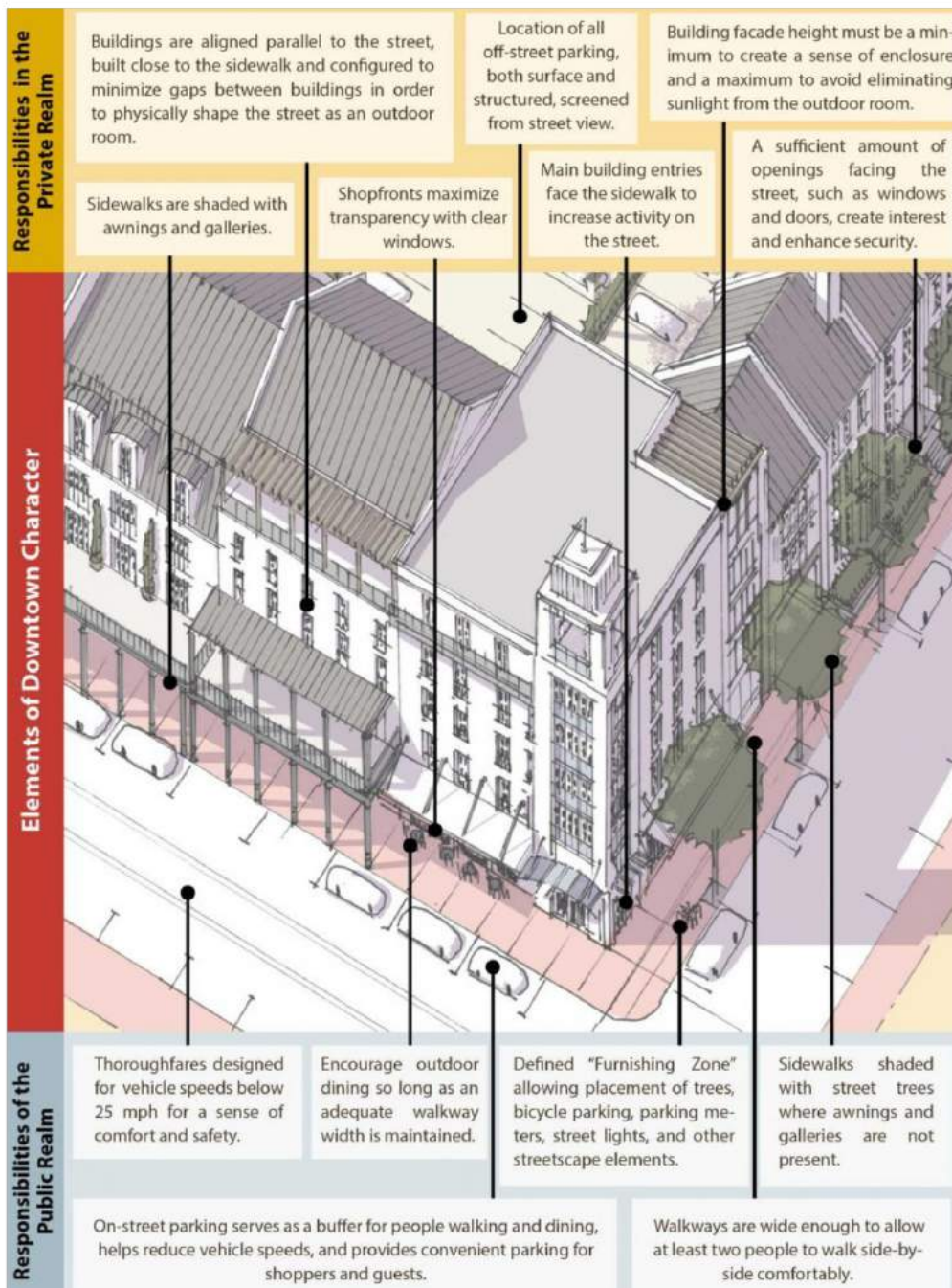


Figure 35: CNU Form Based Code Explanation

As a downtown district grows, adapts, and evolves, it will require flexibility in the types and styles of buildings provided. While the historical character is of critical importance, the forming and massing of a building can change while retaining the same character.

To support this, it is recommended that a form-based code be prepared and implemented within the proposed downtown overlay zone. The overlay zone will allow for enforcement of the form-based codes within the defined area. Implementation of a form-based code in Downtown will result in a hybrid code for the City. Samples of successful form based code can be found at the Wasatch Front Regional Council website.

Form-based code is an alternative to conventional zoning that enables a more predictable built environment. Rather than regulating land uses, form-based code governs the relationship between buildings and the public right-of-way, the form and mass of buildings in relation to each other, and the scale and types of streets and blocks.

Much of the district was developed prior to the adoption or under the conventional zoning, which regulates parking, FAR, and most notably, allowable land uses. Creating a form-based code for Downtown will allow the flexibility needed to support small businesses, promote walkability, enable revitalization, and more. As a result, revitalization will become more common and new development will be more appropriate for Downtown.





## Urban Design Recommendations

Downtown Hurricane should be seen as a destination within the City and the greater region. With the proper design and programming, it can become a true city center. This will require investing in Downtown's public infrastructure, promoting redevelopment, and leveraging its assets and location. The result will be a vibrant place with character and attractive opportunities to invest and grow.



Samples of urban design best practices

After the initial planning assessment of the city, key opportunities and challenges emerged that needed to be mitigated with urban design solutions. Priorities that emerged include public safety, increased pedestrian space, and multimodal access. We also identified the need for universal accessibility, better visual communication of amenities in Downtown, as well as improved gathering spaces. These aspects have been considered and prioritized in the urban design recommendations and illustrated through the plans, cross-sections, and renderings included in this section.

Lastly, It is imperative that every design decision undergoes oversight by the City's staff and appointed committees, with the ultimate authority for approving or rejecting all design decisions resting with the Council.

1. **Paint highly visible crosswalks.**
2. **Permanently close or create a pedestrian and bicycle-only street on 100 W between 100 S to State Street.**
3. **Explore a HAWK signal and median at 100 W.**
4. **Explore a new traffic signal at 200 W and State Street.**
5. **Create curb bulb-outs at applicable intersections and crosswalks.**
6. **Help facilitate discussions with property owners for shared parking lots.**

7. **Strategically locate accessible parking for equitable access.**
8. **Install parking signage with a maximum of a two-hour time limit.**
9. **Consider creating additional municipal parking lots to support site density development.**
10. **Add curb, gutter, sidewalks, and striped parking along 100 N.**
11. **Install more appropriate (pedestrian scale) lighting and other amenities within the corridor.**
12. **Create additional public gathering spaces adjacent to the ROW space.**

Detailed information about each of the above-outlined recommendations is provided below:



## 01 Paint highly visible crosswalks

Adding bright colors and designs to crosswalks enhances the Downtown visual aesthetic, in addition to the added safety benefits of being highly visible and clearly delineating where pedestrians are to cross the street. These artistic crosswalk installations could be added temporarily or permanently. Temporary options would include using a non-permanent material to install an artistic design for a short period of time. These designs could be painted by local students, be centered around a specific celebration, or another idea

If it was determined that a more permanent installation was desired, implementing attractive, long-lasting materials (i.e., thermoplastic) within crosswalks at key locations will ensure that residents and visitors can access Downtown in a safe and efficient manner for years to come. Installation of these will require coordination and maintenance discussions with UDOT.

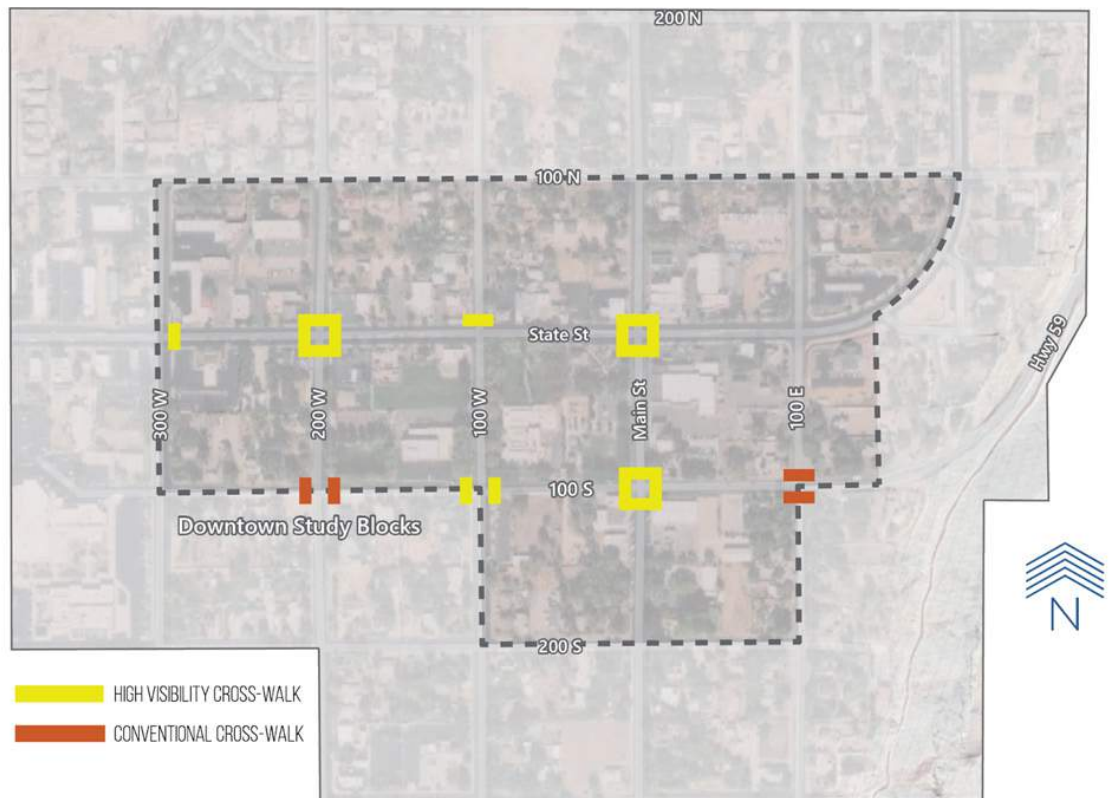


Figure 36: Suggested locations for highly visible crosswalks.



Example of thermoplastic high-visibility crosswalk (Source: Ennis Flint)



Example of thermoplastic high-visibility crosswalk (Source: Ennis Flint)





## 02

## Create a pedestrian and bicycle-only street on 100 W between 100 S to State Street

### Closing this segment of 100 W to cars will bring several benefits to Downtown Hurricane:

- **Increased Safety:** *It will create a safer environment for pedestrians, as there are no cars or other vehicles on the road. As a result, there is less risk of accidents and injuries, particularly for children and the elderly.*
- **Provide space for programming:** *This area can provide a designated space for programmings such as farmers' markets, food trucks, fairs, and Peach Days.*
- **Reduced Noise Pollution:** *Pedestrian-only streets are typically much quieter than streets with vehicular traffic, which can reduce noise pollution and improve the quality of life for people who live and work in the area.*
- **Increased Foot Traffic:** *Pedestrian-only streets can attract more people to the area, benefiting businesses and the local economy.*
- **Promotes Healthy Lifestyle:** *It can encourage people to walk or bike more, creating more active lifestyles.*

The segment of 100 W between State Street and 100 S is surrounded by several popular amenities such as the Hurricane Recreation Center and Park, Hurricane Theatrical, Pickleball Courts and the Hurricane Valley Heritage Park Museum. During the public outreach for this study, residents expressed an interest in turning this area into a pedestrian-only street to make it safer and more enjoyable for all ages and abilities. The low car traffic numbers in this segment of 100 W coupled with its heavy utilization by pedestrians make it a perfect candidate for a pedestrian and bicycle-only street. Residents expressed their interest in turning this area into a pedestrian friendly zone. This can be completed in stages, offering season or temporary shut-down, followed by permanent shutdown if desired



Figure 37: Location of street closure: 100 W between State St and 100 S.

The traffic dislocated due to the closure of this segment of 100 W is expected to minimally impact adjacent roadways. The parking loss can be offset by creating new municipal lots and increasing the angle parking spaces along 100 S. This street segment closure can be achieved incrementally using temporary closures and tactical urbanism (see Implementation Strategies Chapter).



Peach Days Photo by Jeremy Crawford, St. George News



## 03

## Explore HAWK signal and median at 100 W



Aerial view of HAWK signal

### A HAWK (High-Intensity Activated Crosswalk) signal has several benefits, including:

- **Increased safety for pedestrians:**

*HAWK signals are designed to improve safety for pedestrians by providing a dedicated signal for them to cross busy roads safely.*

- **Reduced risk of accidents:**

*HAWK signals reduce the risk of accidents involving pedestrians by up to 69%, improving visibility and reducing potential conflicts between pedestrians and vehicles.*

- **Improved traffic flow:** While HAWK signals are primarily designed to improve pedestrian safety, they can also help improve traffic flow by reducing congestion and minimizing the need for pedestrians to cross the road in unsafe locations.

- **Increased pedestrian mobility:**

*HAWK signals can improve pedestrian mobility and encourage more people to walk or use other non-motorized modes by providing a safe and reliable pedestrian crossing point.*

The location and implementation of these fixtures or amenities will require further review by UDOT, including a corridor study.

A detailed corridor study and signal warrant study on State Street is recommended (see Transportation Recommendations) to evaluate incorporating a HAWK signal and median at 100 W and State Street. A HAWK (High-Intensity Activated Crosswalk) signal is a pedestrian-activated traffic signal designed to help pedestrians safely cross busy roads. When pedestrians want to cross the road, they press a button that activates the HAWK signal. The signal will then display a flashing yellow light, indicating drivers to slow down and prepare to stop. The signal will then display a solid red light, indicating to drivers that they must come to a complete stop and allow pedestrians to cross. Once the pedestrians have safely crossed, the signal will turn off and return to its default state, allowing traffic to resume. HAWK signals are beneficial in areas with high pedestrian traffic, such as school zones or downtown areas. A HAWK signal with a refuge island/median is recommended on 100 W and State Street. The refuge island/median would restrict left turns northbound on 100 W to increase pedestrian safety. The segment of 100 W between State Street and 100 S is recommended to be closed to traffic to create a pedestrian zone (see #2 above), and as a result would not warrant a full signal. An example of a similar HAWK is found on State Street and Sunset Avenue in South Salt Lake (see below).

There have been several studies that have looked at the safety benefits of HAWK signals. One study conducted by the Federal Highway Administration (FHWA) found that HAWK signals can significantly improve safety for pedestrians at mid-block crossings.

- The study looked at pedestrian crossings in four different cities in the United States and found that HAWK signals reduced pedestrian-vehicle crashes by 29% compared to mid-block crossings without any traffic control devices.
- Another study conducted by the City of Tucson, Arizona found similar results. The study looked at pedestrian crossings at mid-block locations with and without HAWK signals and found that HAWK signals reduced pedestrian crashes by 60% and reduced overall crashes by 29%.
- Overall, these studies suggest that HAWK signals can be an effective way to improve safety for pedestrians at mid-block crossings, particularly in areas with high pedestrian traffic.



HAWK signal on State Street & Sunset Avenue in South Salt Lake, UT (Source: Google Street View).





## 04

### Explore a new traffic signal at 200 W and State Street

A detailed corridor study combined with a signal warranty study on State Street is recommended (see Transportation Recommendations) to evaluate incorporating new signals along State Street in addition to the existing ones on 300 W and Main Street. These locations should be further investigated and approved through public engagement and City department approvals before installation



Signalized intersection at 300 W and State Street, Hurricane UT (Source: Google Street View)

A signal at 200 W is recommended due to the traffic leading up to the Hurricane Middle School north of downtown. The public expressed safety concerns in this intersection citing the desire to safely cross north-south which is not currently possible. During school pick-up and drop-off times traffic flow on 200 W is impacted due to the lack of a designated time to cross State Street. Placing a signal at 200 W would enhance traffic flow during peak school pick-up and drop-off hours as well as increase pedestrian safety at the intersection of State Street.

## 05

### Strategically locate accessible parking for equitable access

Accessible parking spots are designated parking spaces that are specifically designed for use by individuals with disabilities. These parking spaces are typically located near building entrances and are marked with the international symbol of accessibility, which is a white wheelchair on a blue background. Accessible parking spots are wider than regular parking spaces to accommodate vehicles equipped with wheelchair lifts or ramps, and they are often located near curb ramps or accessible building entrances. In addition, accessible parking spots are usually positioned so that there is sufficient space for individuals with disabilities to enter and exit their vehicles safely. It's important to note that accessible parking spots are reserved for individuals with disabilities who display a valid disabled parking placard or license plate. These spots are intended to ensure that individuals with disabilities have equal access to public facilities, and parking in an accessible spot without a valid permit or placard can result in fines or penalties.



Example of accessible parking stalls at the Salt Lake City Public Library (Source: Google Street View)

People with disabilities often face significant challenges in mobility, and accessible parking spots are designed to make it easier for them to access buildings, services, and amenities. The Public Rights of Way Accessibility Guidelines (PROWAG) states that for every 25 parking spaces on the block perimeter up to 100 spaces, one parking space must be accessible. For every additional 50 parking spaces on the block perimeter between 101 and 200 spaces, an additional parking space must be accessible. Emphasis should be placed on this recommendation after the closing of 100 West.



## 06

### Help facilitate discussions with property owners for shared parking lots

There is a general desire within the community for efficient and effective parking. Offering shared parking agreements may provide more efficient and effective parking for residents and visitors alike. Shared parking can be through a lease program where private lot owners can lease parking stalls to individual building tenants or could be through a lease with the municipality for the lot to be used for public parking. Shared parking agreements help business owners communicate to their customers locations where they can park.



## 08

### Install parking signage with a maximum of 2-hour time limit

Time-limited parking is a type of parking regulation that limits the amount of time a vehicle can park in a particular location. It is typically used in areas where there is high demand for parking, such as in busy downtown areas, shopping districts, or near public transportation hubs.

The purpose of time-limited parking is to ensure that parking spaces are available for a larger number of people throughout the day. By limiting the amount of time a vehicle can park in a particular space, time-limited parking encourages turnover and allows more people to access the parking space throughout the day. Residents have expressed concern about parking availability in downtown, however a parking occupancy study needs to be performed to accurately evaluate the usage of current parking in the area.

Timed parking, however, can be implemented without this study in areas where parking demand is frequently seen to exceed capacity. A 2-hour time limit is often enough for downtown visitors in locations such as near the Recreation Center, Hurricane Theatrical and Pickleball courts. Parking signs should be posted every 25' of distance. Timed parking does not necessarily need to be enforced by the city police or staff. It is shown that residents and visitors self-regulate parking time when time limits are posted. Limits can also be temporarily removed for festivals or celebrations



Example of 2-hour parking limit sign (Source: cvilletomorrow.org)



## 09 Create curb bulb-outs at applicable intersections and crosswalks

**Curb bulb-outs, also known as curb extensions, refer to a traffic calming measure that involves extending the sidewalk or curb into the street. This results in a wider sidewalk and a narrower roadway, which can help slow down traffic and increase pedestrian safety.**

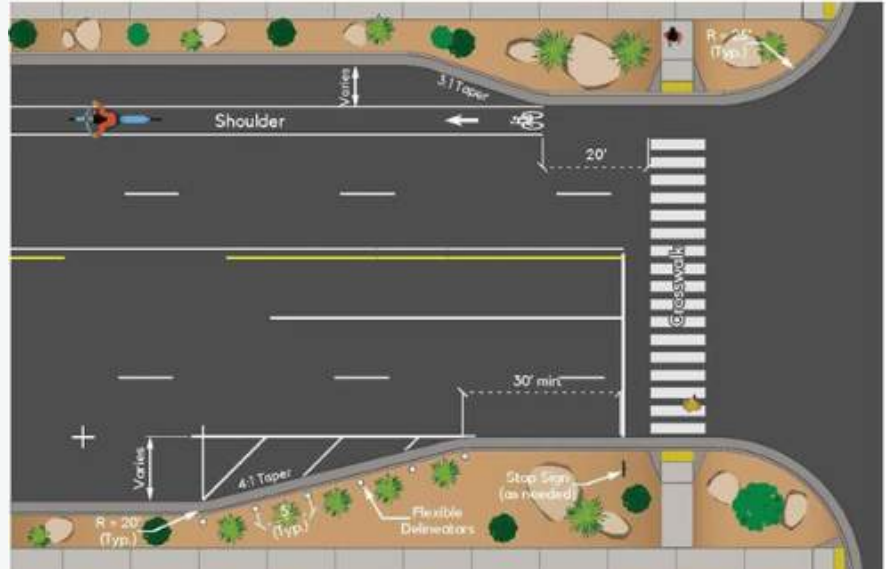


Figure 38: Sample curb bulb-outs design and specifications

Curb bulb-outs are usually created by adding a rounded or angled extension to the existing curb, creating a protrusion that narrows the roadway and shortens the crossing distance for pedestrians. They are often located at intersections or crosswalks and can include features such as benches, planters, or bicycle racks.

Concerns regarding curb bulb-outs include maintenance, vehicle turning radius and ownership. These points are discussed below:

- **Maintenance**

*In areas with year-round growth seasons, it is important for municipalities and property owners to have a clear plan for maintenance and water management. This may involve coordinating with landscape maintenance contractors that utilize specialized equipment or designating specific personnel responsible for cleaning roadways. In general, curb bulb-outs do not present an undue hardship if designed and maintained properly.*

- **Ownership**

*Curb bulb-outs in non-UDOT roads are the responsibility of the city and should be installed and maintained by Hurricane. Curb bulb-outs located within UDOT right-of-way on State Street and Main Street between State Street and 100 S are owned and maintained by UDOT.*

*The location and implementation of these amenities within the ROW will require further review by UDOT, including a corridor study.*

- **Turning Radius**

*When a curb extension is installed at an intersection, it can reduce the amount of space available for vehicles to turn. This can be particularly problematic for larger vehicles such as trucks or buses, which may have difficulty navigating the turn without crossing into adjacent lanes or hitting the curb. A well-designed curb extension has a large enough radius to accommodate larger vehicles and maintain the flow of traffic. In general, curb extensions can be designed to improve the turning radius of smaller vehicles. By reducing the size of the intersection and creating a tighter turning radius, vehicles such as cars or bicycles may be able to navigate the turn more easily and safely. This can be particularly useful in areas with high pedestrian traffic or narrow roadways where vehicles need to make sharp turns.*



Existing curb bulb-out on 300 W and State Street, Hurricane, UT (Source: Google Street View)





In Downtown Hurricane, curb bulb-outs should be considered in every intersection with a crosswalk outside of state routes. The one exception is the intersection of Main Street and State Street where the city and general public have expressed concern with the installation of curb bulb-outs, due to safety and traffic movement patterns. Exact locations, sized, and uses can be temporarily created with cones or other mechanisms prior to long-term infrastructure changes. Below are examples of a similar width street and an after rendering.



Figure 39: Samples of curb bulb out imagery - Before or existing and after rendering





## 10

## Consider the creation of additional municipal parking lots to support site density development

**Parking is crucial to the success of new developments downtown as it affects the accessibility, convenience, and safety of the area.**

**With projected growth in Downtown, and the potential closure of 100 W to cars, it is important that the city considers additional municipal lots.**



Municipal lot installed by Hurricane City (Source: Google Street View)

Within the past 10 years, Hurricane built a municipal parking lot at the corner of 100 S and 100 W. This lot is a one-way through angle parking lot without time limits that maximizes the utilization of that parcel.

Similar underutilized parcels are present along 100 S and can be considered as potential locations for future parking lots. The design of each parking lot needs to be evaluated depending on the size and proportions of the parcel.

Adding more municipal lots would support site density development moving forward as well as assure long-term sustainability of local businesses by providing convenience, increasing foot traffic, and accessibility in downtown.



Figure 40: Municipal lot installed by Hurricane City (Source: Google Street View)



## 11

## Add curb, gutter, sidewalks, and stripped parking along 100 N

Adding curb, gutter, sidewalks, and stripped parking on 100 N provide several benefits to the area. Some of the key benefits include:



### Improved drainage

Curb bulb-outs in non-UDOT roads are the responsibility of the city and should be installed and maintained by Hurricane. Curb bulb-outs located within UDOT right-of-way on State Street and Main Street between State Street and 100 S are owned and maintained by UDOT.



### Increased pedestrian safety

Curb and gutter systems create a physical barrier between the roadway and the sidewalk, improving pedestrian safety and reducing the risk of accidents involving pedestrians.



### Enhanced aesthetics

Curb and gutter systems can help to improve the overall appearance of a street, making it look more polished and professional. This can be particularly important in commercial or residential areas where appearances are important.



### Better vehicle control

Curb and gutter systems help to guide vehicles along the roadway, reducing the risk of vehicles crossing into opposing traffic lanes or leaving the roadway entirely. This can be particularly important in areas with heavy traffic or where the road is narrow.



### Control illegal parking

Residents have witnessed illegal parking along 100 N. Striping parking spaces on the road is a common way to control illegal parking. When parking spaces are clearly marked and designated, it becomes easier for drivers to understand where they can and cannot park. This helps to reduce the risk of illegal parking and improve overall traffic flow.



### Reduced maintenance costs

By directing water away from the roadway and into drainage systems, curb and gutter systems can help to reduce the risk of damage to the road and other infrastructure. This can lead to lower maintenance costs over time.

Parallel parking is recommended on 100 N due to the residential characteristic of the area and lower parking demand compared to other areas downtown. Parallel parking allows for a designated bike lane to be painted adjacent to it (see cross-section on page 68). A bike lane is proposed on 100 N by the Hurricane City Active Transportation Plan. A sidewalk minimum width of 6 feet is recommended to allow people to walk side-by-side and provide enough space for people with mobility devices. Sidewalks might be up to 10 feet wide with or without park strips. Refer to Figures 44 and 45 for recommended roadway element dimensions.



100 N between Main Street and 100 W where there is no curb and gutter, and parking stalls are not designated (Source: Google Street View).



100 N between 100 E and Main Street where there's curb and parallel parking





## 12 Install more appropriate (pedestrian scale) lighting and other amenities within the corridor

Street lighting aims to create an inviting atmosphere during the night, avoiding unshielded lights that shine light horizontally into the sky.

The best street lighting conforms to dark sky standards and is focused downtown onto the surface of the street and/or sidewalk. Downward shining lights are safer for drivers and pedestrians because there is less glare.

In addition, downward facing lights do not cast dark horizontal shadows across the landscape that the eyes cannot permeate due to the glare, lessening criminal activity by creating a more visible nighttime environment.

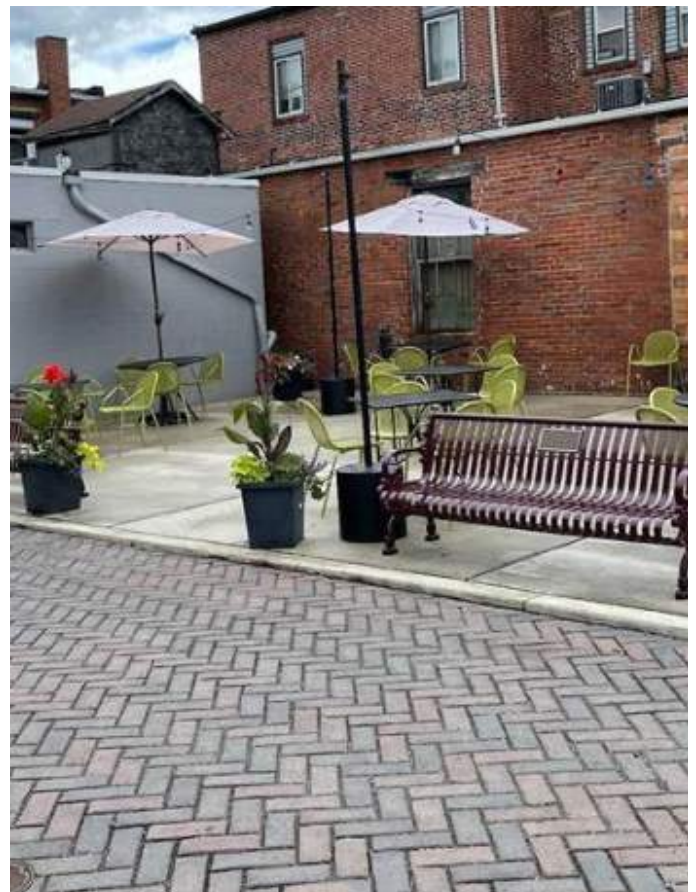
Lighting should be installed that is appropriately scaled for pedestrians utilizing the corridor and the light features should not feel as if they are dominating the corridor.



## 13 Create additional public gathering spaces adjacent to the ROW space

As mentioned above in the Built Environment Recommendation #3, public areas in Downtown that can be reclaimed for gathering and activity will ensure that Downtown is fully utilized. The integration of these spaces also provides a safe respite for pedestrians by bringing them back away from the ROW and any fast-moving traffic.

This is especially successful when the gathering space is immediately located next to the ROW space. These activities along the pedestrian walkway also encourage full use of the corridor, bringing pedestrian traffic to and from block edges. Please reference Figure 30 to see proposed gathering sites within the downtown study area.



Samples of integrated pedestrian gathering spaces within a ROW



## Transportation Recommendations

Downtowns are often seen as the heart of a city or community, and it is important that they are accessible to all individuals, regardless of their preferred mode of transportation. To achieve this, it is important to provide a range of transportation options that are safe, efficient, and convenient for all users.

This section's recommendations include infrastructure improvements, such as the installation of bike lanes, sidewalks, and parking as well as the interventions that increase safety at key intersections.

By implementing these recommendations and prioritizing equitable and inclusive transportation options, Downtown Hurricane can become more accessible and welcoming to all individuals, while also driving economic growth and sustainability. A list of proposed recommendations is as follows:

1. **New corridor and signal warrant study on State Street**
2. **Install wayfinding / parking signage**
3. **Install bicycle facilities and sidewalks throughout downtown.**

4. **Explore conversion of parallel parking to angled parking and restripe parking along 100 S to mitigate closure of 100 W.**
5. **Consider increasing crossing times at the intersection of State Street and Main Street**
6. **Add a 4-way stop sign at the intersection of 200 W and 100 N**

Detailed information about each of the above-outlined recommendations is provided the following pages of this section:

### 01 New corridor and signal warrant study on State Street

It is recommended that Hurricane City partner with UDOT in developing a State Street Corridor Study to better define the vision of the corridor into the future. A corridor study can have several benefits for transportation planning and development of State Street and Downtown Hurricane, including:

#### Improved safety

*A corridor study can help identify safety concerns and provide recommendations for improving safety, such as adding new traffic signals, pedestrian crossings, or bike lanes.*

#### Increased efficiency

*A corridor study can help to identify bottlenecks and congestion points and provide recommendations for improving traffic flow and reducing travel times.*

#### Better coordination

*A corridor study can help to identify opportunities for coordination with other transportation modes, such as transit, bicycles, and pedestrians. This can help to create a more efficient and effective transportation network.*

#### Improved accessibility

*A corridor study can help to identify barriers to accessibility, such as lack of sidewalks or bike lanes, and provide recommendations for improving access for all users, including people with disabilities.*

#### Enhanced economic development

*A corridor study can help to identify opportunities for economic development, such as adding new commercial or residential developments, and provide recommendations for improving access and connectivity to support economic growth.*

#### Increased sustainability

*A corridor study can help to identify opportunities for sustainable transportation solutions, such as promoting walking, biking, or transit, reducing vehicle emissions and traffic congestion, and improving air quality.*





The corridor study should be prepared in conjunction with a signal warrant study which is used to determine whether a traffic signal is warranted at a particular intersection. A signal warrant study is typically conducted to evaluate the need for a new signal or to assess the effectiveness of an existing signal. The study considers a range of factors, including traffic volumes, pedestrian activity, vehicle speeds, accident history, and roadway characteristics.

If the study determines that a signal is warranted, the traffic engineering team may make recommendations for the installation of a signal, including the type of signal, signal timing, and other related considerations. If the study determines that a signal is not warranted, other traffic control devices or modifications to the intersection may be recommended to improve safety and traffic flow.



Unsignalized intersection of 200 W and State Street in Downtown Hurricane, UT (Source: Google Street View)

## 02 Install wayfinding / parking signage

Wayfinding signage is necessary to help direct residents and visitors around downtown. It is recommended to incorporate integrated and branded downtown signage in addition. Efforts should be made to provide wayfinding signage for pedestrian and vehicular travel at the right locations. Optimal areas for each type are outlined below:

### a. Pedestrian

Provided at a maximum height of 6' tall, this signage should focus on guiding or programming downtown users through a cultivated experience that downtown offers. This is referred to in the general plan as a self-guided history tour. These signs can provide interactive maps, displays, or other inviting elements to garner additional support.

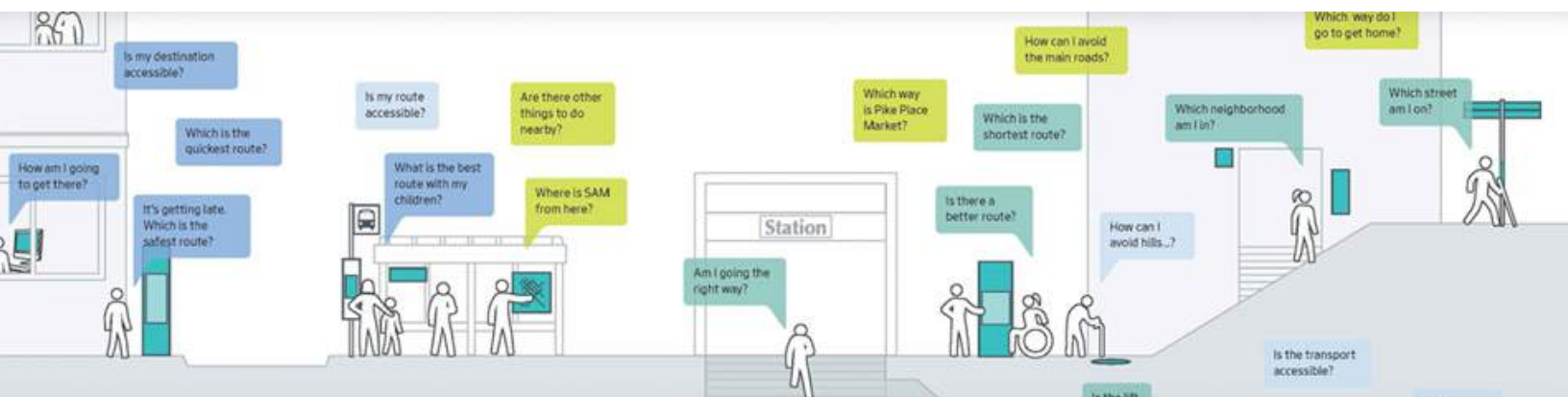


Figure 41: Wayfinding, Source: Seattle Department of Transportation



## b. Vehicular

This style of signage should be primarily graphics with vibrant or internationally recognized colors. Emphasis should be placed on providing language at a size of no less than 9" in height and no larger than 18" in height.

## c. Business

This kind of sign helps visitors understand what businesses or services are in Downtown and are typically placed at corners or main entry locations. They can include graphic maps or directional arrows that assist the user in understanding where they are in relation to where they want to go. These signs are good at quickly communicating what the city is known for to a visitor, and helping a resident connect with the identity of their city.



## d. Informational signage

Information signage is excellent for providing information about events or unique features in Downtown. These signs should stand out yet should also be informational.



## e. Downtown maps

Downtown maps are a great way to raise awareness of the extent of Downtown, driving more foot traffic from one end to another. Emphasis should be provided on keeping these maps updated with tenants and service/restaurant information.



## f. Parking signage

Providing wayfinding to simply and easily find accessible parking will help guide downtown users to off-street parking. This signage is essential when it comes to raising awareness with locals. Additionally, State Street signage should include parking tenure signage or business/patron parking delineation.



## g. Historical markers

These signs are used to denote historical elements or existing buildings. They often highlight the true value and prominence of the historical



events or figures that were around when they were erected. Highlighting and maintaining these feature signs or markers will prolong the character and memory of such history. Residents and visitors alike will understand and appreciate the city in a deeper way.





### 03

## Install bicycle facilities and sidewalks throughout downtown

Transportation is more than just pedestrian vehicles, and it must provide equitable access for everyone. In 2021, Hurricane City adopted the Hurricane City Active Transportation Plan which proposed 41.5 miles of new bike lanes on existing roads, including in Downtown Hurricane.

There are numerous benefits of bicycle facilities in a downtown area, including:

- **Increased safety:**

*HAWK signals are designed to improve safety for pedestrians by providing a dedicated signal for them to cross busy roads safely.*

- **Improved health**

*Cycling is a low-impact form of exercise that can help individuals improve their cardiovascular health and overall fitness.*

- **Reduced congestion**

*Bicycles take up less space than cars, so encouraging more people to cycle can help reduce traffic congestion in a downtown area.*

- **Increased accessibility**

*By providing bicycle facilities, downtown areas can become more accessible to people who may not have access to a car, such as low-income individuals or those who cannot drive.*

- **Economic benefits**

*Studies have shown that investing in bicycle facilities can lead to increased economic activity in the surrounding area, as cyclists tend to spend more money at local businesses than car drivers.*

The current study's recommendations build upon the Hurricane Active Transportation Plan. Each one provides minor few modifications to the plan to ensure bicycle safety. These include:

### Require minimum sidewalk widths

*Requiring a minimum of 6' width for sidewalks will allow for ample room and accessibility along all ROW thoroughfares. In high-traffic areas, sidewalks wider than 6' may need to be considered, but 6' is the minimum.*

### Adding bike lanes on 100 W from 100 S to 100 N

*Creates an alternative north-south corridor in downtown to Main Street that provides less conflicts since 100 W is proposed to be a bicycle and pedestrian-only street between 100 S and State Street. It will also connect bicyclists through the HAWK signal on 100 W and State Street which is a safer crossing option than the Main Street and State Street intersection.*

### Adding marked shared roadways on 100 S from Main Street to 300 W

*This will help reroute bicycle traffic from Main Street into 100 W. It also offers an alternative east-west route from State Street in downtown. Angle parking is proposed along 100 S which makes a shared lane the best option for that corridor.*



Figure 42: Original recommendations from the Hurricane City Active Transportation Plan, 2021.



Figure 43: Proposed Shared Roadway

### Bike Lanes

Minimum of 6' width, adjacent to the curb or parallel parking. It is recommended that bike lanes are not striped adjacent to angled parking to reduce conflict with cars.



Figure 44: Half street cross-section of a road with angle parking and marked shared roadway.

### Sidewalks

A sidewalk minimum width of 6 feet is recommended to allow people to walk side-by-side and provide enough space for people with mobility devices. Sidewalks might be up to 10 feet wide with or without park strips. A sidewalk inventory and assessment should be created to prioritize replacements and installations for areas that are in the worst condition.

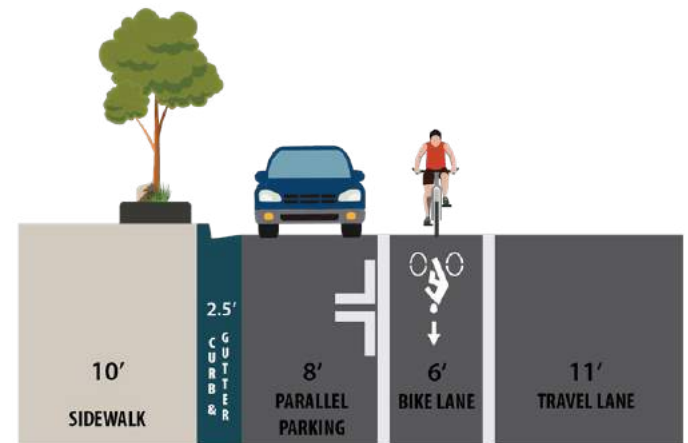


Figure 45: Half street cross-section of a road with parallel parking and bike lane.

### Marked Shared Roadway

Include "sharrow" pavement marking on 11' minimum travel lanes. Allowing bikes to utilize the full width of the travel lanes makes it safer when adjacent to angle parking which naturally generates more conflict between users.



Bike lanes adjacent to parallel parking on 400 S in Hurricane, UT





## 04

### Explore conversion of parallel parking to angled parking and restripe parking along 100 S to mitigate closure of 100 W.

As parking becomes more valuable downtown, finding alternatives is a priority. Converting parallel parking to angle parking can have several benefits, including:

- **Increased parking capacity**

*Angle parking can accommodate more cars in the same amount of space than parallel parking, which can be helpful in areas with limited parking.*

- **Improved pedestrian safety**

*Angle parking can create wider sidewalks and narrower streets, which can help improve safety for pedestrians and reduce the risk of accidents involving pedestrians.*

- **Easier parking**

*For drivers who find parallel parking difficult, angle parking can be easier to maneuver into and out of. This can improve traffic flow and reduce the risk of accidents or damage to parked vehicles.*

- **Better accessibility**

*For people with disabilities or mobility issues, angle parking can provide easier access to buildings and sidewalks, as the parking spaces are typically closer to the entrance.*

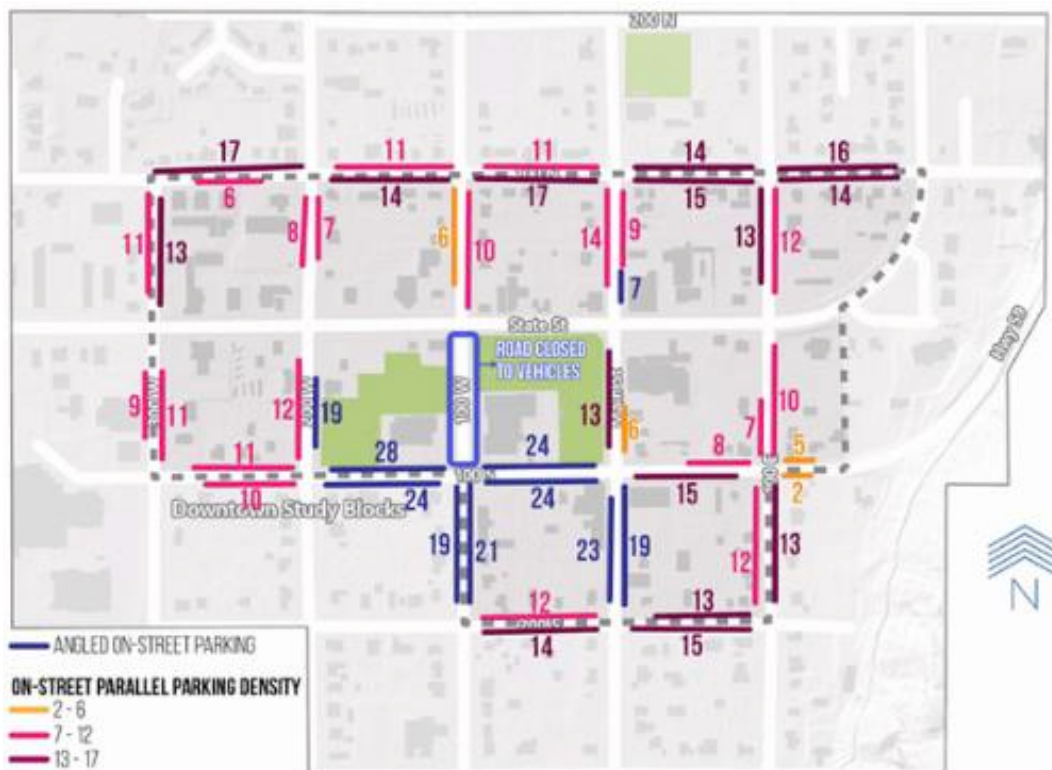


Figure 46: Parking availability in Downtown Hurricane including the creation of additional angle parking on 100 S.

Luckily, there is ample room to stripe parking stalls on 100 S. It is recommended that parking be striped on 100 S between Main Street and 200 W on one or both sides of the road depending on right-of-way widths (refer to Figure 45 above). This will make up for the lost parking due to the closure of 100 W between State Street and 100 S. The map below provides an overall idea of parking availability in Downtown Hurricane including the creation of additional angle parking on 100 S.



## 05

### Consider increasing crossing times at the intersection of State Street and Main Street

During this study and over the years, the city has received several complaints about the crossing time at the intersection of State Street and Main Street. Residents and visitors report that it is too fast and does not allow them to comfortably cross the road before the signal starts flashing.

Increasing pedestrian crossing time at a signalized intersection can have several benefits for pedestrian safety and accessibility. Here are some reasons why it can be important to increase pedestrian crossing time:

- **Safer crossings**

*Longer crossing times give pedestrians more time to cross the street safely, especially for those who may have mobility limitations, such as the elderly or people with disabilities. Pedestrians may also feel less rushed, reducing the likelihood of accidents and increasing confidence.*

- **Reduced stress and anxiety**

*Pedestrians may feel anxious and stressed when trying to cross busy streets, particularly if they have limited time to cross. Longer crossing times can help reduce stress levels and create a more relaxing experience for pedestrians.*

- **Improved quality of life**

*Increasing pedestrian crossing times can improve the quality of life for people who walk or use public transportation. It makes walking and crossing the street easier and more pleasant, which can encourage more people to walk or use public transportation instead of driving. This can have positive effects on health, the environment, and local communities.*

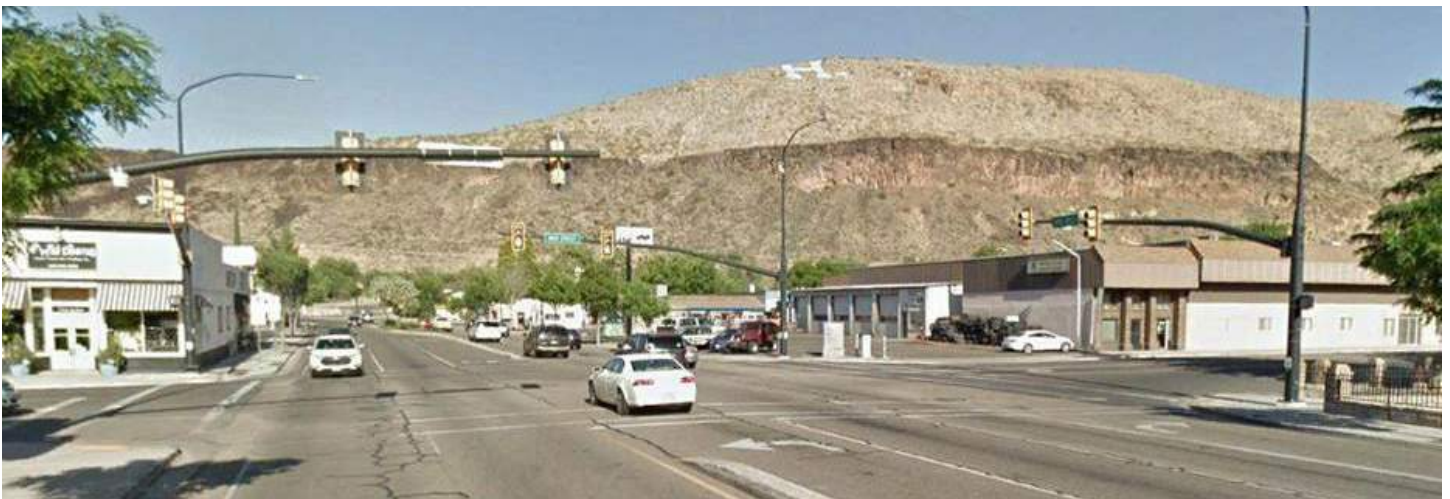
- **Better accessibility**

*Pedestrian crossing times should be increased in areas with heavy pedestrian traffic or where many people with disabilities may need to cross. This makes it easier for people to get around and access public transportation, shops, and services.*

- **Increased compliance**

*When pedestrians feel safe crossing the street, they are more likely to comply with pedestrian crossing rules and wait for signals before crossing. This can lead to fewer jaywalking incidents and reduced pedestrian accidents.*

The signal at State Street and Main Street would benefit from increased crossing time (20 seconds minimum) to accommodate all ages and abilities. The recommended corridor study and signal warrant study on State Street can address signal timing adjustment at this intersection.



Intersection of State Street and Main Street in Downtown Hurricane, UT (Source: Google Street View)



## 06 Add a 4-way stop sign at the intersection of 200 W and 100 N

Currently, there is a 2-way stop sign on 200 W where it intersects 100 N which hinders traffic flow on 200 W leading to the Hurricane Middle School. Changing a 2-way stop sign to a 4-way stop sign can have several benefits, including:

### ***Improved traffic flow***

*A 4-way stop sign can help to improve traffic flow at busy intersections, as it ensures that all vehicles come to a complete stop before proceeding. This can help to reduce traffic congestion and delays.*

### ***Increased pedestrian safety***

*A 4-way stop sign can help to improve pedestrian safety at intersections by making it easier for pedestrians to cross the street. By requiring all vehicles to come to a complete stop, it can help to reduce the risk of accidents involving pedestrians.*

### ***Better visibility***

*A 4-way stop sign can improve visibility at intersections, making it easier for drivers to see other vehicles and pedestrians. This can help to reduce accidents and increase overall safety.*

### ***Increased safety***

*A 4-way stop sign can help to increase safety at intersections by reducing the likelihood of accidents. By requiring all vehicles to come to a complete stop before proceeding, it can help to prevent collisions that can occur when drivers fail to yield the right-of-way.*

### ***More predictable driving behavior***

*A 4-way stop sign can help to create a more predictable driving environment, as all drivers are required to stop and yield the right-of-way. This can help to reduce confusion and increase safety for all road users.*



Existing 2-way stop sign at the intersection of 200 W and 100 N in Hurricane, UT (Source: Google Street View)





## Parks & Civic Space Recommendations

Recreational spaces are where people integrate into a downtown, imprinting on their community and creating memories. Providing access to the unique natural assets Hurricane provides will encourage more visitors and offer more purposeful destinations. Outlined below are sample parks & recreation goals that will help with downtown revitalization.

1. **Integrate the Downtown recreational core into the trails network.**
2. **Prepare additional hard-surface recreational play spaces in Downtown.**
3. **Integrate a historical or cultural trail through Downtown.**
4. **Implement a tree & vegetation ordinance for installation and maintenance.**
5. **Increase the size of sidewalks to encourage longer visit durations.**
6. **Improve the historic amphitheater and consider a new amphitheater within the downtown area.**

Detailed information about each of the above-outlined recommendations is provided below:

### 01 Integrate the Downtown recreational core into the trails network

Recreational assets abound throughout Downtown, yet they are disconnected and not easy to access from the State Rd corridor. Making connections through shared use pathways between these locations and the existing and proposed trail network will give residents and visitors alike a more cohesive network to travel throughout the community. The map below outlines the planned active transportation network within Hurricane as identified in the Hurricane 2021 Active Transportation Plan.

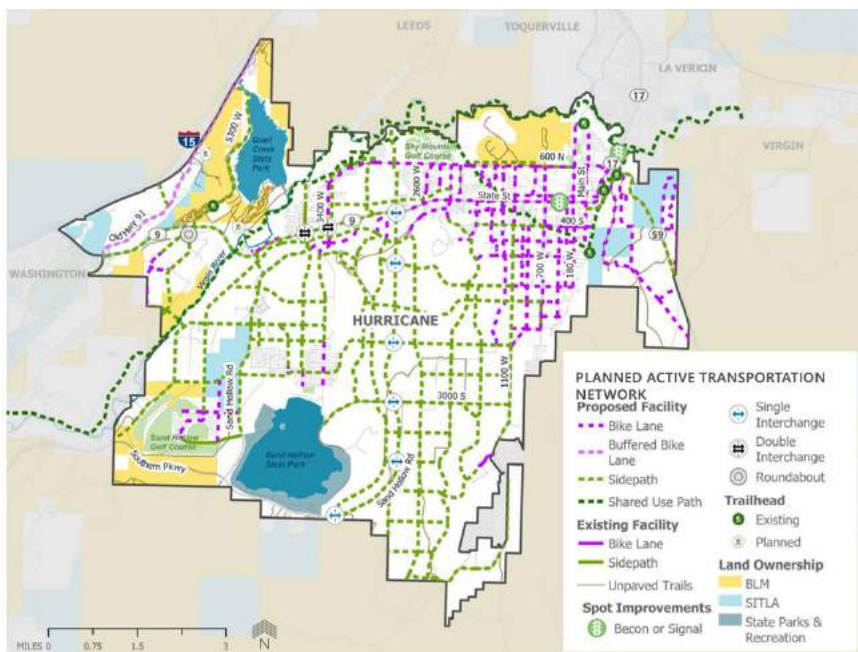


Figure 47: Transportation Network

Additionally, expansion of the network to incorporate linkages along 200 W will improve connectivity to city-wide and regional recreational assets including: the community pool, regional trails, and community parks. This will provide users with easy and convenient access to other regional destinations, while reducing vehicle miles traveled.

- *Jem Trailhead (6 miles)*
- *Quail Creek State Park (9 miles)*
- *Sand Hollow State Park (9.5 miles)*
- *Green Spring Park (16.5 miles)*
- *St. George Dinosaur Discovery Site (17 miles)*
- *Zion National Park (23 miles)*





## 02

### Prepare additional hard-surface recreational play spaces in Downtown

Play spaces are a critical amenity most downtowns are missing. While an emphasis is placed on adults' purchases and spending power, there is a missing clientele, specifically the family. Families make up some of the largest expendable income households in any community, yet there are inadequate spaces to encourage lingering or regular visits. So, to encourage additional downtown tenure, it is recommended that passive or active play spaces are placed in Downtown to improve usability.

By doing passive play spaces for children, areas can be used to draw in families for an extended period, driving economic growth. A proposed location map for these types of gathering spaces can be found on the outdoor gathering space map found in the Built Environment Recommendations section. Areas used for the passive plan in downtown should:

- Be sheltered from roadways or crosswalk access.
- Be surrounded by a soft, yet imposing, barrier, such as throned or dense vegetation.
- Be ADA accessible.
- Be limited in size, ranging from 20' to 25' round, and offer a centralized play facility surrounded by safe play surfaces.
- Offer ample seating within the area and immediately adjacent to the area.
- Provide simple play options that are open to all age residents.



Existing pickle ball/tennis courts

## 03

### Improve the historic amphitheater and consider a new amphitheater within the downtown area.

The existing historic amphitheater located behind the Heritage Museum is best utilized by informal meetings and gathering space for children. More formal event meetings and entertainment needs are best met with a larger amphitheater within the downtown core area. These plaza spaces can serve as a location for residents, visitors, and recreational enthusiasts to be located. As the expansion of pickle ball is explored, this palza could serve to capture a larger amount of visitors and hold them for a longer period to time within the downtown.



## 04

## Integrate a historic or cultural trail through Downtown

The City of Hurricane is a diverse community with a rich history. However, there is little programming documenting and celebrating the diversity and history of the community. The City should partner with stakeholders to document the historic and cultural assets that are found within it. With documentation, partners should work together to develop a comprehensive and year-round historic or cultural heritage trail through the City that highlights its culture and attracts visitors regionally. Individuals moving along the trail should have the opportunity to learn about the areas and buildings they are passing by. Historic and cultural facts and stories should be posted on buildings and at appropriate locations along the trail. The trail should also include online interactive connections where individuals can scan a QR code or visit a specific website to learn more about the historic and cultural assets they are passing along the trail.

Below are three other regional walking tour examples:

- Salt Lake City has several self-guided walking tours within the community. The tour routes can be found online, and printed materials are available at locations within the City. The information includes maps of the points of interest on each of the tours and textual information about the locations. Tour topics include:

- *North Downtown Heritage Trail*
- *Main Street Tour*
- *Time Travel on Main Street (designed for kids ages 9-12)*
- *Exchange Place and Market Street Tour*
- *Gateway and Railroad District Tour*

- Provo has a self-guided Historic Buildings Walking Tour. The tour highlights 22 pioneer era buildings that range in construction dates from 1849 - 1910. Information is available online and at locations throughout the community. This information includes detailed descriptions of the historic buildings that are identified on the route.
- Ogden provides a guided tour of Historical 25th Street every first Friday of the month. This tour lasts from 5:30 - 7 PM. Topics along the route include:

- *Pioneer history*
- *Railroad contributions*
- *Legal (and illegal) business history*
- *Architectural styles*
- *And others*



Figure 48: Salt Lake City Example of Points of Interest Map

### 42 DALLAS H. YOUNG HOUSE • 517 East Center Street

The original owners of the house appear to have been Latinus O. and Rachel B. Taft. Mr. Taft was a prominent businessman who moved to Provo in 1896 as the local ZCMI manager. He formed the Utah Wholesale Grocery Company and the L.O. Taft Brokerage Company. From 1941 to the present, the home has been owned by members of the Dallas H. Young family. Mr. Young was a 4th District Court Judge, Provo City Attorney, Provo City Judge, President of the Utah County Bar Association and Chairman of the Utah County Democratic Party. A current owner and resident of the home is a granddaughter of Mr. Young. This building is an outstanding and distinctive example of the Arts and Crafts Bungalow style, typified by the deep, bracketed eaves, exposed rafter tails, single, broad, low gables, brick wainscoting, and small paneled windows.

### 43 FRED TAYLOR HOUSE • 589 East Center Street

It appears that Fred R. Taylor and Mary J. Taylor were the owners of this property when this house was built. Dr. Taylor was a prominent pediatrician in Provo. From 1945 to 1947, the property was owned by lumberman, church and civic leader William Addison Spear. From 1950 to 1958, the property was held by the Arthur D. Sutton family. Mr. Sutton was a well-known druggist and theater/apartment house manager. This building is a good example of the English Tudor style, with steep roof pitch, plaster exterior walls and small window panes.

### 44 VAN WAGENEN HOUSE • 905 East Center Street

Constructed around 1900, this Victorian Box Style house features a classical columned porch and balcony. Since 1935, the home has been owned by members of the Van Wageningen family, including Alma Van Wageningen, Mayor of Provo in 1928-29 and Harold Van Wageningen, Mayor of Provo in 1956-57.

### 45 JUSTIS JOHNSON HOUSE • 939 East Center Street

Justis W. Johnson was the owner of the property when this house was constructed in 1928 and the deed was conveyed to the Decker Mortgage Company and then the Reserve Loan and Discount Company. Oran Groneman, a general contractor and Union Pacific rail car inspector, owned the property from 1935 to 1937. The house is unusual in that it does not readily fit into any one particular architectural style common to Provo. It has some characteristics of a 20th century military style cottage.



Figure 48: Salt Lake City Example of Points of Interest Map





## 05

## Implement a tree & vegetation ordinance for installation and maintenance

Vegetation is an integral part of any streetscape or public space. Its benefits include noise reduction, pollution control, limited access areas, and reducing the heat island effect. For Hurricane, it is important to provide tiered or purposeful vegetation. The types of vegetation to implement are as follows:

### Barrier vegetation

*To be placed around children's downtown play areas or other gathering locations, reducing the opportunities for easy wondering.*



### Barrier vegetation

*Installations are to be placed within the non-walk areas between sidewalks and curbing, promoting safe separation of uses.*



### Tree canopies

*To be utilized throughout Downtown, encouraging extended downtown participation through heat reduction.*



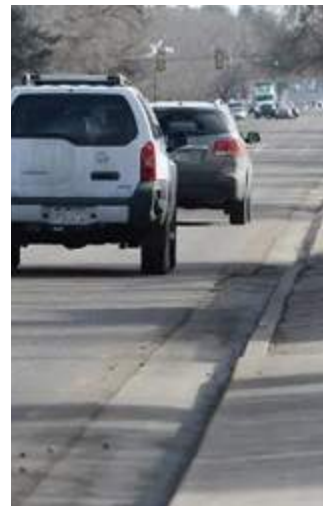
In addition to these vegetation types, special consideration needs to also be given to the inclusion of water-wise landscaping and xeriscape design. Water-wise landscaping and xeriscape design are implemented to minimize the required watering of vegetative installations and to promote water conservation with drier climate areas. More information on these specific types of landscaping can be found in the Green Infrastructure Recommendations section.

## 06

## Increase the size of sidewalks to encourage longer visit durations

Larger sidewalks will encourage individuals to visit for longer durations in Downtown. The addition of sidewalk space allows for other positive downtown amenities to be added, upgraded, and included throughout Downtown. Larger sidewalks also accommodate more pedestrian traffic without resulting in congestion as individuals stop to interact with one another or view retail display windows. Additionally, a wider sidewalk increases Downtown pedestrian safety by further separating pedestrians from the road and providing more space between sidewalk users. The additional space also provides the opportunity for users to gather downtown.

Wider sidewalks should be installed, where possible, when new development is created. Sidewalks should be no less than 6 feet in width, but wider sidewalks provide additional benefits. The renovation of existing sidewalk areas would need to be considered on a case-by-case basis and it is likely that a corridor study would need to be conducted. As parking is reduced and/or relocated in Downtown, additional opportunities to expand existing sidewalk areas may arise. Any proposed changes to sidewalks within the state right-of-way would need to be coordinated with UDOT.



Narrow Sidewalk



Wide Sidewalk



## Green Infrastructure Recommendations



Creating a vibrant and attractive downtown also includes planning for the future. This requires taking proactive steps that will provide sustainability, while also providing for increased usage. Recommendations to support this in Downtown are as follows:

1. **Implement xeriscape design for new construction or rehabilitations.**
2. **Maintain and enhance trees and sidewalk level planting areas along the pedestrian way.**
3. **Explore the addition of small rain gardens within parks in downtown.**

Detailed information about each of the above-outlined recommendations is provided below:

### 01 Integrate the Downtown recreational core into the trails network

Xeriscape design is a type of landscaping that is specifically designed for areas susceptible to drought and where water conservation is important. This type of design utilizes minimal water for the success of the plantings. It also eliminates the amount of lawn area within a property, which drastically reduces the amount of water required to maintain a lush lawn area. It also reduces the time and labor needed to maintain a traditional lawn and reduces the need for fertilizers and chemical application.

A variety of plantings and/or decorative rock gardens can be included in xeriscape landscaping designs. In addition to these elements, some designs also include a mixture of cobbles, mulch, pavers, planters, and edging. When selecting plants, it is important to prioritize selecting species that are naturally accustomed to dry conditions and/or native species to the region. Prioritizing this selection criteria will both reduce water consumption and provide a large variety of plants to choose from. Some example plantings include:

- *Big Sagebrush*
- *Blackfoot Daisy*
- *Dwarf Peach*
- *Coral Bells*
- *Gaura*
- *Stonecrop*

Additional plants can be found at <http://tinyurl.com/4he5aduj>







## 02 Maintain and enhance trees and sidewalk level planting areas along the pedestrian way

The City currently has a variety of street trees and other sidewalk level planting areas throughout Downtown. Continued maintenance of these areas will ensure that they continue to positively contribute to the aesthetics of Downtown. Planting additional trees and street level plantings will further enhance the existing vegetative features. When adding vegetative features, the following elements should be considered:

- ✓ **Planting distance:** all plantings should be appropriately spaced to maximize the growth and health of the vegetation.
- ✓ **Planting types:** a variety should be installed together for greater visual appeal.
- ✓ **Tree size:** Trees should be greater than 1 ½ inch diameter.
- ✓ **Planting boxes:** should be in greater than 24 inches.
- ✓ **Root Growth:** Where possible, tree filters or similar root boxes should be installed, allowing for adequate root growth
- ✓ **Overhead utilities:** only small-growing trees or sidewalk level plantings should be installed under overhead utilities.
- ✓ **Sight triangle:** maintaining the defined sight triangle at intersections to not create an obstruction

## 03 Explore the addition of small rain gardens within parks in downtown

Rain gardens common elements included in downtown. These rain gardens can provide a location for managing and temporarily retaining rainfall events, and these facilities are also attractive and an excellent opportunity for planning that require additional water. Locations for these should be in places where curb-bulb outs are:

- ✓ **More significant than 5' wide and 10' in length**
- ✓ **Where adequate fall and gravity provisions are applicable**
- ✓ **In locations away from transformers or other utility connectors**
- ✓ **In areas where additional buffering or pedestrian projection is desired.**

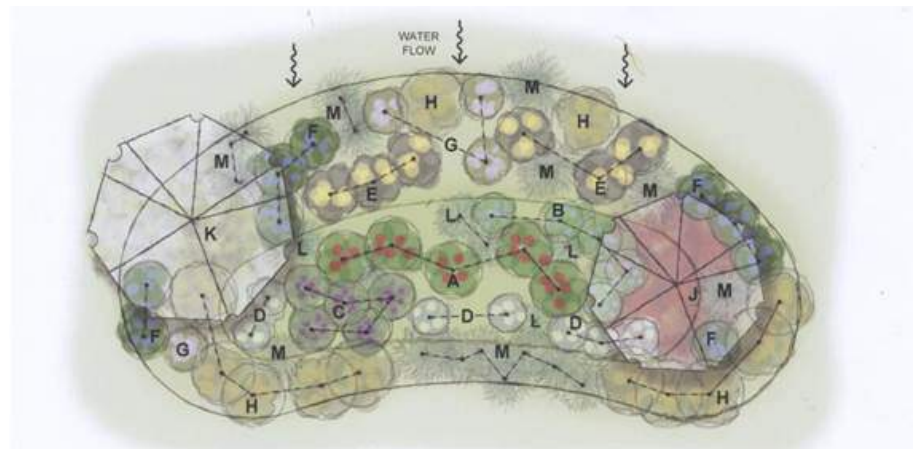


Figure 52: Rain Garden Layout Example



## Housing Recommendations

The key to a successful downtown is getting people into the corridor, and there is no better way to do that than encouraging individuals to live in Downtown. Providing a variety of accommodations within a downtown improves the base of users or taxpayers who utilize the retail establishments. For Hurricane, this would include exploring recommendations that will provide the community with multiple types of housing that would meet the demand for future residents. Recommendations include:

1. **Conduct a building inventory.**
2. **Create upper-floor residences utilizing the overlay district.**
3. **Allow multi-family housing to be built to zero lot lines.**
4. **Provide zoning changes allowing a variety of residences in Downtown and surrounding area.**

6. **Encourage attainable housing.**
7. **Evaluate reducing parking requirements.**
8. **Craft, adopt, and enforce a short-term rental ordinance for Downtown.**

Detailed information about each of the above-outlined recommendations is provided below:

### 01 Conduct a building inventory

Preparing buildings and business inventory will help raise awareness of what facilities and services are available downtown. These inventories are focused on documenting the current conditions and availability, helping to document how to maximize the space available. The database can be a simple excel sheet or use a more specific CRM software. It is recommended that this list be prepared and regularly updated, categorizing the following:

- ☒ **Age of buildings**
- ☒ **Condition of buildings**
- ☒ **Utilized or unused spaces**
- ☒ **Owners' information**
- ☒ **Business name and contact information**
- ☒ **Social media handles**
- ☒ **Business owner contact information**

Emphasis should be placed on documenting businesses not only in Downtown but throughout the community. Online and non-brick-and-mortar companies should also be cataloged. There are numerous ways to gather this data, yet the most user-friendly is through self-provision utilizing a survey portal. After the initiated datasets have been collected, an AmeriCorps vista can be hired or used for the year to supplement the list with door-to-door or inline database data points. Software is available to manage this information (such as maestro), but the database must first be created to have importable information. By completing the proposed building and business inventories, the community will be provided with the following benefits:

- ***Increased awareness of downtown merchants***
- ***Improved access and connection with building and business owners***
- ***Opportunities for introductions and cross-promotions***
- ***Increased reach for sales and marketing efforts***



## 02 Create upper-floor residences utilizing the overlay district

Housing in Downtown forms a symbiotic relationship with businesses. This relationship provides enterprises with “doors” or “roofs” that will use the amenities, and businesses will attract more high-quality tenants. This also creates more centrally located residences which are a great option for young professionals and senior housing. To gain these positive effects, it is recommended that upper floors be considered for housing options, within the overlay district. Property owners within the overlay district may apply for assisted funding for upper-floor residences. The City should allocate funding for these grants or loans to boost the efficiency and attractiveness of Downtown.

The ideal matrix of upper-floor housing in downtown is as follows:

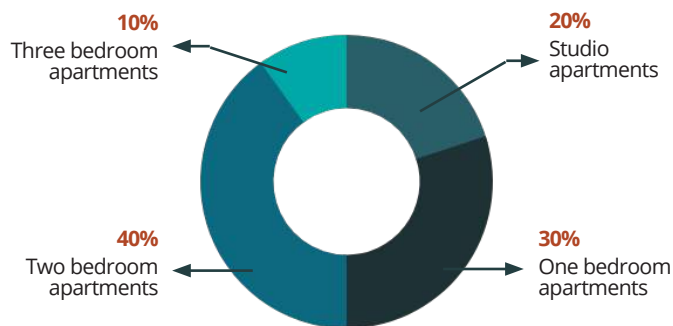
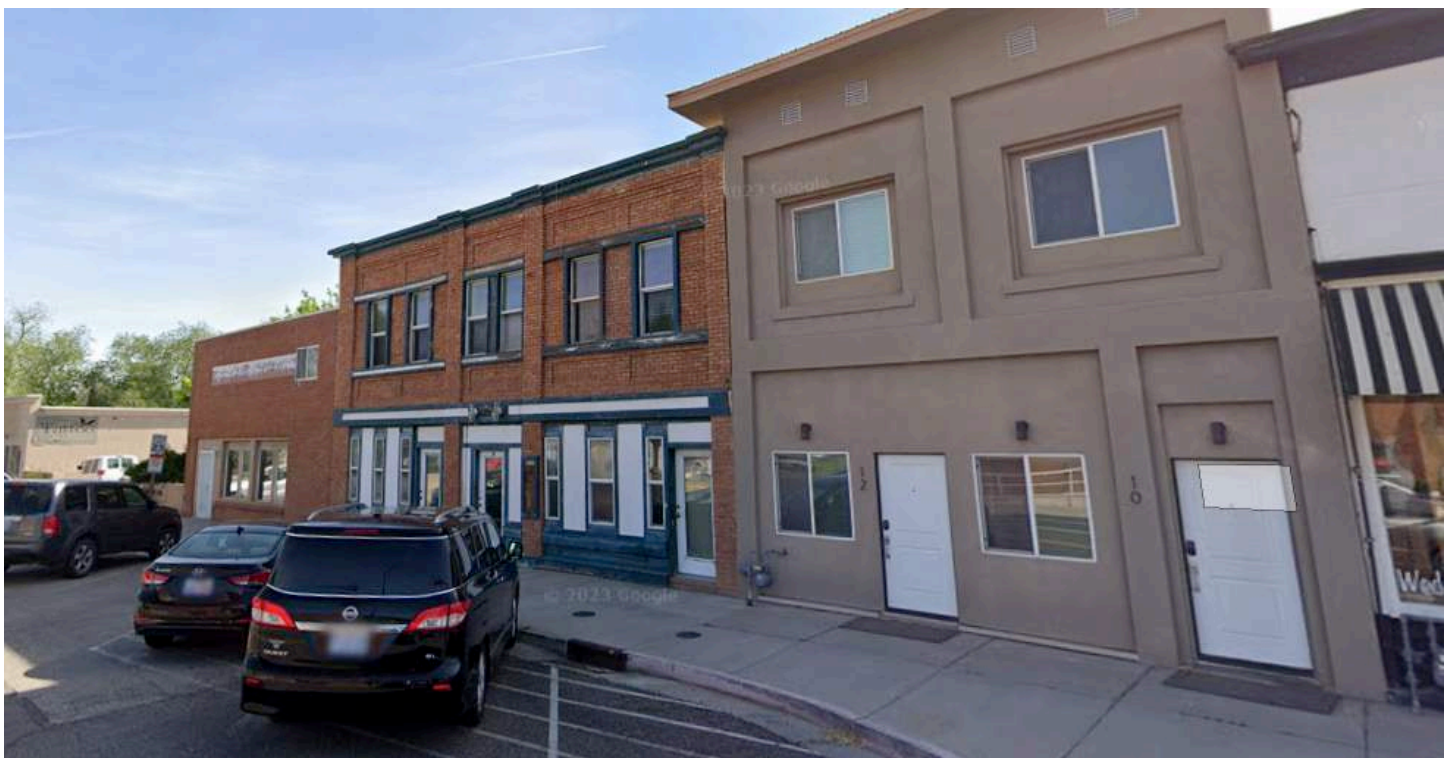


Figure 53: Quoted from the 2019 National Main Street Housing Survey

Some sample floor plans for smaller apartments are outlined below:



Figure 54: Sample Apartment Floor Plan



Example of existing upper floor housint (short-term) within downtown Hurricane





## 04

## Allow multi-family housing to be built to zero lot lines

Providing increased densities in downtown core and surrounding neighborhoods will ensure that viable housing options can be provided. Yet, it will require alterations to current building practices. It is recommended that downtown properties be allowed to build up to lot lines, matching the community's existing character. This change will require the following to be amended:

- ✓ **Zero-lot line construction is a right, not by special condition.**
- ✓ **Reduction of off-street parking requirements to zero**
- ✓ **Allowing for increased density massing for two and 3-story buildings (capped at a set height of 34') for structures.**
- ✓ **Encouraging facilities to be at the ROW or back of sidewalk**

Examples of inappropriate setbacks:



Example of uniform and appropriate setbacks:



Figure 55: Setbacks, Source: West Point, UT Design Guidelines

## 05

## Provide zoning changes allowing a variety of residences in Downtown

Ensuring a variety of housing is available in Downtown and surrounding zones of Hurricane will allow for more long-term activation of Downtown. Planning for housing in a changing community or demographic creates a moving target, so it is best to provide valuable developments that will adapt to a communities need, while also providing a "life cycle" housing stock within the community.



Figure 56: Life Cycle Housing

This will ensure that Hurricane can adapt to the community's changing needs as age cohorts move through their housing cycles, encouraging individuals or families to stay in Hurricane for their entire life.

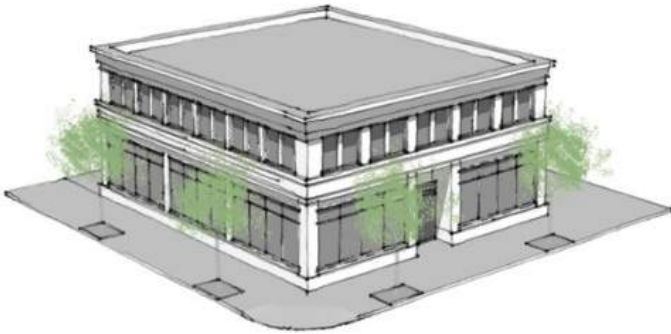




Outlined below are the proposed housing priorities for Hurricane and their applicable time frames for implementation:

- **Senior housing and empty-nesters**

In years 1-3, it is recommended to focus on incorporating senior housing into Downtown. This is due to the aging demographic of baby boomers and their soon-approaching transition to non-single-family dwelling units. This type of development requires careful consideration of accessibility and location. All senior housing must be equipped with ADA accessible units, garages, and fixtures, as well as proximity to everyday needs such as groceries and general shopping opportunities. By providing quality amenities in a multi-family complex (or upper floors), Downtown will gain regular patrons, specifically ones that value and expect vital service.



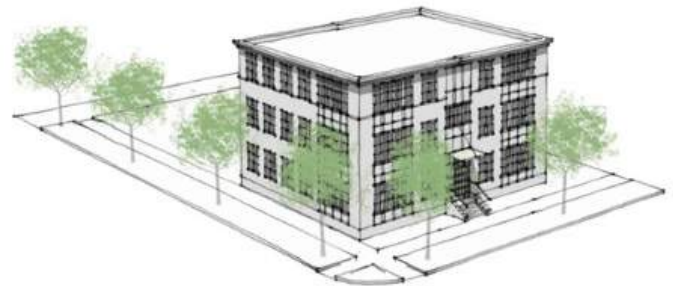
- **Empty-Nester housing**

Also within years 1-3, it is recommended that Hurricane develop the infrastructure for high quality one and 2-bedroom houses that can accommodate families whose children have recently moved out or gone to college. These houses may be new developments or renovated historic homes in the area.



- **Young professional housing**

In years 4-7, it is recommended to focus on young professional housing options. This will drive catalyst changes in Downtown's economy, providing a need for increased variety in services, amenities, and restaurants. Additionally, this will fill a need for non-single family-based housing for entry-level young professionals. These unit types should include studio and one-bedroom options as well as rehabilitated single-family size homes.



- **Family and transitional housing**

In years 8-14, it is recommended to focus on family or transitional housing options. These housing options are often considered last for downtown housing as they tend to provide the most negligible economic impact during a revitalization process. These unit types should focus on facilities (single-family or multi-family) with 3 or more bedrooms.



**Priority should be given for these properties through incentives or reduced construction costs for municipal fees. This will ensure that equitable efforts are provided to these missing middle housing, as are given to single-family housing**



## 06 Encourage attainable housing

When more considerable site development or redevelopment is considered, it is recommended that possible accommodation be required at a minimum of 20% of occupiable units. Attainable housing is housing that can be afforded, with average household incomes, using the 30% mortgage payment rule, i.e., the mortgage of a standard home should cost no more than 30% of the take home pay for an average family household income. Possible housing varies from low-income or market-rate housing, providing a missing middle housing option for regular families to purchase in a real estate market witnessing exponential property value growth. This can be completed through a series of options, including:

- a. Grants
- b. Tax credits
- c. Reductions in property taxes

A mixture or massing of the above options may be required, yet it should be considered for developers or property owners attempting to provide attainable housing options.



Figure 57: Middle Housing, Source: Missing Middle Housing, 2020

*Supporting the recently adopted moderate-income housing plan, this style of housing is recommended to be permitted within the downtown and surrounding areas*

## 07 Evaluate reducing parking requirements

Parking requirements can make it hard to design a vibrant and diverse downtown by prioritizing parking spaces over the safety and comfortability of pedestrians, cyclists, and those taking public transport.

This practice can also impede the ability of a downtown to fully utilize both retail and residential units that maximize economic potential. Reducing parking minimums can help reduce greenhouse gas emissions, while also producing a more attractive urban environment that is used more effectively. To most accurately account for parking needs, this recommendation will require a study to be conducted on regular downtown users and their parking usage.

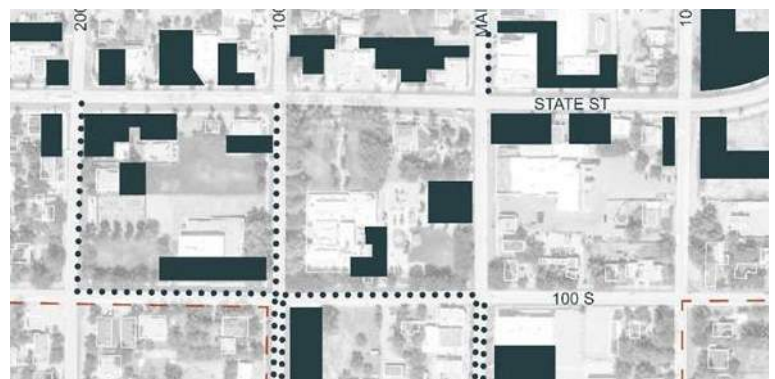


Figure 58: Existing Parking Lots and Angled Street Parking

Considering every building use, occupancy, and proximity to available parking lots, this survey would help determine the exact needs of Downtown in terms of parking stalls. In addition, some businesses may opt to reduce parking by using shared parking agreements. These are most helpful to businesses that require a consistent number of parking stalls, but operate at alternating times of day, relative to other businesses in the agreement. As an interim action step, consideration should be made to 1) reduce the parking minimums, and 2) add the requirement for parking to be located in the rear of each newly permitted structure.



## 08 Craft, adopt, and enforce a short-term rental ordinance for Downtown

Short-term rentals can be an asset to a downtown, as they stimulate economic growth and support local businesses with steady traffic of diverse tourists. However, short-term rentals can produce their own unique challenges. To effectively address the short-term rental needs and current conditions in Hurricane, a thorough assessment must be conducted to understand:

- ☒ **How many short-term rentals are currently being rented?**
- ☒ **How large are the short-term rentals in Hurricane?**
- ☒ **When are they most utilized?**
- ☒ **How much revenue are short-term rentals generating for the community?**

In addition to understanding the existing conditions, the community will need to identify what role they see short-term rental fulfilling within the downtown. These efforts should strive to provide a balance for considerations of both property owners and neighbors while also filling a regional need for overnight accommodations. Some suggestions for review and implementation are outlined below:

- ☒ **Within the downtown, limit rental complexes to a spacing minimum of 100 linear feet**
- ☒ **Limit the number of potential complexes on a roadway facing block**
- ☒ **Require overnight accommodations have off-street parking facilities**
- ☒ **Prioritize rentals in redevelopment or targeted development parcels**
- ☒ **Create a registry or waiting list for high demand areas**







## Targeted Development Scenarios

Based on the feedback received from the public and the assessment of the existing conditions, the consultant team has prepared a series of recommendations for a major catalyst development site. This process involved a survey of the existing assets and challenges, meetings with the steering committee and City, and thorough analysis of public feedback gathered through survey and public input processes.



Figure 59: Proposed Catalyst Site

**The proposed scenario requires the City to acquire an underutilized lot in Downtown. This lot is located on State Street between 200 W and 100 W.**

By acquiring this lot, and envisioning its full potential, the City can pursue a public-private development agreement in which all the necessary assets are provided to Downtown, but the cost burden is distributed to a private developer.

The Catalyst site developments are outlined in the below graphic.



Figure 60: Northwest Corner Aerial





Details are outlined below:

### Catalyst Site:

- ✓ Between 200 W and 100 W facing State Street
- ✓ Multiple ownership/ lease structure opportunities
- ✓ Potential for master developer agreement
- ✓ Increasing parking by ten (10) spaces
- ✓ Potential for expansion along State as available
- ✓ Character matching development with potential for roof top access/patios
- ✓ Retail storefront along State Street
- ✓ Up to five (5) retail spaces available.
- ✓ Shared parking facility reuse for festival uses
- ✓ Frontage buildings with rear parking structure
- ✓ 7,500 Sq Ft Flexible Space (Office, medical, Residential)

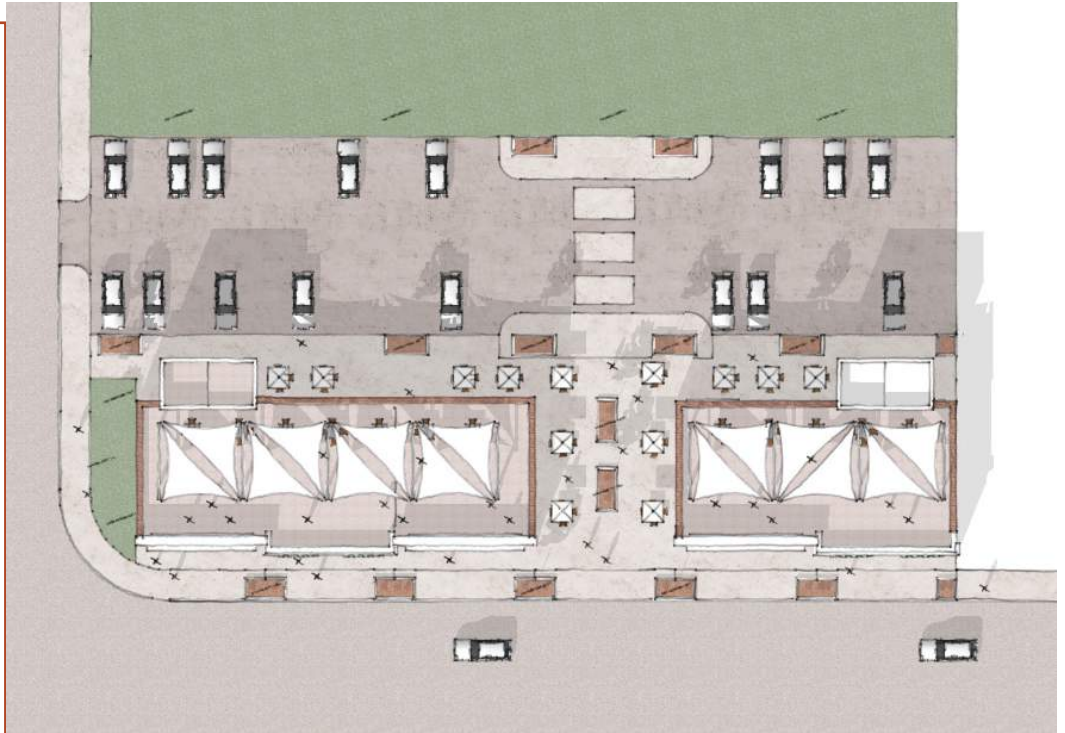


Figure 61: Plan View Render



Figure 62: Rear View Rendering



Figure 63: Festival Rear View



## Economic Development Recommendations

Creating a resilient local economy is one of the most critical components of downtown revitalization any community can undertake. For a downtown, this includes preparing a necessary framework that will bolster the existing amenities, while providing complementary businesses to ensure Downtown remains relevant while also providing flexibility for adaptation. Suggestions to explore are as follows:

1. **Encourage attraction of missing business clusters**
2. **Prepare a detailed market analysis and leakage study.**
3. **Offer façade and signage grants.**
4. **Explore the adoption of international property maintenance code.**
5. **Evaluate opportunities for development on municipal properties**
6. **Encourage diversity in cultural assets**
7. **Review the need for a site development requirement for building permitting in Downtown.**
8. **Encourage property rehabilitation.**

Detailed information about each of the above-outlined suggestions is provided below:

### 01

#### Encourage attraction of missing business clusters

In this Plan's market analysis phase, several end-users were identified as having a supply gap in the trade areas. These businesses are also opportunities that would fit well into the existing Downtown buildings. Attracting these businesses would provide the community with both necessity and desired purchase opportunities that are currently missing from the City. These amenities should be re-evaluated or considered during the acquisition process, including review during the detailed market analysis.

#### Pharmacies and Necessities



#### Convenience Stores



#### Clothing Stores



#### High-End Purchases







## 02 Prepare a detailed market analysis and leakage study

One of the most important things any community can undertake is studying the expenditure of residents and visitors, specifically where, when, and what the funds are being spent on. Preparing a market analysis is not simply providing a series of statistics about expenditures within a community, it is a nuanced and detailed review of a community that illustrates deficiencies, over-expenditures, and other critical factors. The City will be able to build on this Plan's market analysis and:

- ✓ **Identify GAPS in services or amenities.**
- ✓ **Document areas where the community is over saturated.**
- ✓ **Create retail user profiles that document spending habits or characteristics.**
- ✓ **Define areas or geographic regions primary visitors are traveling from.**
- ✓ **Identify unique attributes about community expenditure habits.**
- ✓ **Prepare strategies for business expansions.**

Through this process, a NAICS-level analysis should be created to help identify beneficial targeted clusters. These clusters should be identified for locations within the community, providing a mixture of amenities or services that would benefit from a symbiotic relationship. Samples of targeted clusters are:

- **Women's clothing stores**
- **General Merchandise stores**
- **Jewelry stores**

Through these clustered developments, the community will be able to witness a catalyst style of development that is self-sufficient. As outlined in the above cluster, many of these facilities would serve a relationship with one another, driving increased uses that are consistent and not event driven. All efforts should be made to provide elements that are maximally productive. This process will require further development and re-visitation in the future to build upon the market analysis provided in this document.

## 03 Offer façade and signage grants

As part of recommendation #6 from the Built Environment Recommendation section, a grant application system should be implemented to encourage upkeep of facades in Downtown. This process will require funding to be allocated from outside grants, or from the annual budget.

One great source of funding for this process is the USDA Rural Business Development Grant program. Towns and communities may apply for grants to be used for economic development, as well as planning and training, and even business incubators. Applications are evaluated by economic need, and consistency with local priorities and goals.

It is recommended that the City reach out to interested business owners in advance to get their proposed construction or rehabilitation plans. This information should be organized and ranked accordingly by need and benefit to the city. Once a list and information about each project is compiled along with additional application requirements, the City should apply as soon as the annual application window is opened. If the grant does not cover all projects submitted by the business owners, those projects have already been ranked, and facade grant plans can be updated accordingly based on the approved USDA grant amount.



Figure 64: Façade Grant Use Example, Source: Urban Redevelopment Authority of Pittsburgh, 2019





## 04

## Explore the adoption of international property maintenance code.

The international property maintenance code (IPMC) is the industry's standard code enforcement process. This program is utilized by more than 2,000 municipalities across the country and has been found legally defensible regularly in a court of law. Adopting the guidelines and language will provide the community with an easy-to-implement and follow program, one that will provide a standard of enforcement for all properties. The adoption process for the international property maintenance code is as follows:

- |                                                                                         |                                                                        |
|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| ✓ Sign-up for membership and order code books                                           | ✓ Set citation or infraction limits, processes, and costs.             |
| ✓ Begin reviewing the materials and redacting unnecessary materials from the code book. | ✓ Municipal review and redaction of undesired or unnecessary sections. |
| ✓ Prepare necessary compliance and review paperwork for municipal use.                  | ✓ Adopt the redacted code through the council.                         |
|                                                                                         | ✓ Being implemented uniformly across the community.                    |

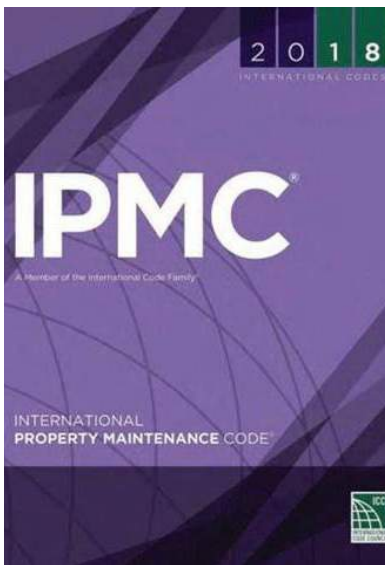


Figure 65: Career Path Graphic, Source: International Property Maintenance Code, 2021





## 05

## Evaluate opportunities for development on municipal properties

Transforming and revitalizing catalyst properties is one of the quickest and most impactful downtown revitalization tactics. Within the State Street corridor are several underutilized buildings, including areas that are municipally owned. A sample property includes the land between 200 W and 100 W, serving as the largest catalyst potential. Highlights include:

- ✓ **Located at a prime location for maximum visibility.**
- ✓ **High visibility location with room for expansion**
- ✓ **Opportunities for reconstruction of a recently town down building.**

Improvements to the site and facilities could be as follows:

- **7,500 Sq. Ft., single story, commercial development**
- **Includes multiple entrances and rentable spaces.**
- **Offers potential alleyway access for deliveries or other necessary uses.**

Based on these characteristics, this property would have the most significant potential to positively impact Downtown. To ensure the property meets underserved needs, the following uses should be considered as options for inclusion:

| PROPOSED USE                           | SPACE ALLOCATION    | LOCATION                      | PURPOSE                                                                                                                                                                                                                                                        |
|----------------------------------------|---------------------|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Downtown food hall</b>              | 5,000               | Close to centralized entrance | A food hall is a rotating food preparation facility with multiple smaller stands or facilities. These facilities can both serve as an incubator for growing businesses, as well as provide year-round opportunities for local food trucks.                     |
| <b>Ice cream parlor</b>                | 1,500               | High visibility               | Nothing says downtown like an ice cream parlor. This facility should offer homemade or local sources ice cream and ample room for people to gather.                                                                                                            |
| <b>New &amp; Used clothing stores</b>  | 2,500-7,000 Sq. Ft. | Front of building             | This space would serve as a resource for residents and visitors. With a significant gap in clothing retail stores, Hurricane could quickly reclaim this spending as potential revenue.                                                                         |
| <b>Bakery</b>                          | 1,800 Sq. Ft.       | Northeast corner              | Providing a local alternative to morning snacking and meals will help encourage longer activation of Downtown by both tourists and residents. Having such an amenity in Downtown will create a more convenient variety of shops.                               |
| <b>Sporting goods or camping needs</b> | 5,000               | Near parking                  | This facility would provide the community with an under-met need, specifically that of camping or non-big box store supplies. Due to the year-round recreation of the Hurricane area, this store is viable all-year round.                                     |
| <b>Coffee shop/roastery</b>            | 2,000               | High visibility               | Currently the community is under-met in facilities for lingering, socializing, and becoming part of the community. This facility, partnered with the bakery, would provide the residents with a necessary space to gather and enjoy their beverages of choice. |

Figure 66: Suggested Building Uses

Should there be a desire for expansion, efforts should be made to purchase and target marketing of parcels to necessary businesses. By acquiring these parcels, the community will be able to make the necessary catalyst changes much more quickly.



## 06

**Encourage diversity in cultural assets**

Targeting development of specific amenities that encourage tourism and play into the outdoor recreation culture of Southern Utah will allow the City to reach its full potential of tourism spending. Existing businesses that already do such include Southern Utah Adventure Center and Over the Edge Sports. Additional new and used sporting goods stores and rental businesses will help boost this tourism effort. The City should partner with these existing business owners and help them reach their full potential with strategic location changes and facade or site enhancements.

The City should also consider hosting events that specifically benefit local businesses and craft vendors, as well as tailoring their permitting process to favor business owners with residency in Hurricane. Supporting Hurricane's existing asset businesses and business owners will further develop the identity and pride felt in Downtown.



## 07

**Review the need for a site development requirement for building permitting in Downtown.**

Requirements for site development can be hard to regulate and organize. Using site development requirements that include a clear site plan for Downtown developments is a successful strategy for managing what is being designed and included. As part of this process, the City could evaluate what priorities or goals they would like to address within each site. Such goals could pertain to:

- ✓ **Parking**
- ✓ **Landscaping**
- ✓ **Hardscaping**
- ✓ **Entry locations**
- ✓ **Building orientation**
- ✓ **Pedestrian & cyclist amenities**

Once these priorities have been established, the building permitting process could be amended to require that each building have a site plan that clearly addresses such issues. Developing this process will help benefit Downtown by:

- **Creating cohesion within the look and feel of the streetscape and adjacent building designs.**
- **Highlight Downtown's goals and bring them to fruition.**
- **Create an easier understanding of building entrances and wayfinding.**
- **Prioritize the safety and accessibility of pedestrians and cyclists.**





## 08

**Encourage property rehabilitation**

A typical roadblock for property rehabilitation is the perception of unattainable increases in property taxes caused by property reassessments. A property tax deferment can encourage property redevelopment, specifically for municipal-based real estate tax increases. Removing this potential or perceived barrier could help foster the opportunities for building catalyst changes in Downtown. If desired, this program should conform to the following elements:

- ✓ **Be provided upon request, not automatically provided.**
- ✓ **Provide tax increase deferment on municipally based real estate tax for five years.**
- ✓ **Allow participants to improve their properties and increase rents before additional revenue is needed.**
- ✓ **Encourage regular maintenance through a rolling 15-year calendar for program participation.**

Implementing the use of GIS software integrated with permitting software, the City will be able to easily track what property upgrades have been done throughout the years by browsing each parcel and owner. Through this rehabilitation program, the community can conduct necessary work and gather additional revenue regularly before being concerned about other tax payments. Additionally, this program will empower property owners to make catalyst improvements with less fiscal impact.



05



## IMPLEMENTATION STRATEGIES



# IMPLEMENTATION STRATEGIES



As important as the recommendations are, preparing a priority order or ranking for implementation will ensure the proper steps are completed at the right time. Outlined below are the top prioritized projects and necessary action steps for implementation

## YEAR 0 - 2

1

### ALTER LOCAL ORDINANCES AND ZONING TO ENCOURAGE RETAIL OR SERVICE-BASED INDUSTRIES IN THE DOWNTOWN CORRIDOR

Land Use Recommendation No. 4

- a. Research best practices from surrounding communities
- b. Craft a set of draft ordinances and proposed changes
  - i. *Identify an area where the ordinance will be implemented*
  - ii. *Determine if current zoning / permitted uses will be followed or if amendments will need to be made to permitted uses within the defined area*
- c. Complete the adoption process with planning and council

2

### IMPLEMENT A VACANT PROPERTY ORDINANCE

Land Use Recommendation No. 1

- a. Research best practices from surrounding communities
- b. Craft a set of draft ordinances and proposed changes
  - i. *Requirements for building use*
  - ii. *Thresholds for vacancy tenure*
  - iii. *What a "used" building entails*
  - iv. *Incentives and penalties related to compliance*
- c. Complete the adoption process with planning and council
- d. Identify, create, and implement tracking mechanisms
- e. Determine penalties for noncompliance and create and enforce enforcement mechanisms
- f. Update vacant property list regularly

3

### PAINT HIGHLY VISIBLE CROSSWALKS

Urban Design Recommendation No. 1

- a. Start with temporary paintings along 100 S in partnership with the community (i.e., high school students, event celebrations, etc.)
- b. Gather funding for permanent thermoplastic crosswalks





## 4

**CREATE A MIXED-USE ZONING DISTRICT, SPECIFICALLY WITHIN THE DOWNTOWN, ALLOWING AND ENCOURAGING A VARIETY OF USES ON UPPER FLOORS SUCH AS DWELLING UNITS, OFFICE SPACES, AND STUDIOS**

Land Use Recommendation No. 2

- a. Research best practices from surrounding communities
- b. Craft a set of draft ordinances and
  - i. *Identify permitted uses within the mixed-use zone*
  - ii. *Define the permitted density of development in a mixed-use zone*
- c. Update the zoning map to reflect the new mixed-use zone in downtown
- d. Complete the adoption process with planning and council

## 5

**CRAFT, ADOPT, AND ENFORCE A SHORT-TERM RENTAL ORDINANCE FOR THE DOWNTOWN**

Housing Recommendation No. 8

- a. Assess existing short-term rentals' current needs
- b. Identify what the City and the community would like to see.
- c. Adopt an ordinance specifying the number of short-term rentals allowed in the downtown and what is required of those rentals.
- d. Allocate funding for enforcement.

## 6

**CREATE AN OVERLAY ZONE FOR THE DOWNTOWN CORRIDOR (RELATED EXPLICITLY TO FORM-BASED CODES)**

Land Use Recommendation No. 3

- a. Research best practices from surrounding communities
- b. Identify the areas to be included in the overlay zone
  - i. *Incorporate form-based code into overlay regulations as developed in Implementation Strategy 17*
- c. Craft a set of draft ordinances
- d. Update the zoning map to reflect the location of the overlay zone
- e. Complete the adoption process with planning and council

## 7

**ALLOW MULTI-FAMILY HOUSING TO BE BUILT TO ZERO LOT LINES**

Housing Recommendation No. 4

- a. Establish zero-lot line construction as a right
- b. Allowing for increased density massing for two and 3-story buildings (capped at a set height of 40') for structures
- c. Require facilities to be ROW or back of sidewalk bordered

## 8

**PROVIDE ZONING CHANGES ALLOWING A VARIETY OF RESIDENCES WITHIN THE DOWNTOWN**

Housing Recommendation No. 5

- a. Assess current zoning requirements
- b. Review and amend the code to allow for increased densities
- c. Eliminate requirements that prohibit certain housing types
- d. Rewrite zoning requirements to allow multiple housing types and styles as long as the preferred density is achieved.



9

### WORK WITH A LOCAL REALTOR(S) TO CREATE A DOWNTOWN PROPERTIES MARKETING DATABASE

Built Environment Recommendation No. 5

- a. Identify local realtors and create a partnership to implement recommendations.
- b. Create a list of eligible properties.
- c. Conduct assessments of the building condition, zoning, potential end-use types, etc. Also, gather owner or listing agent contact information.
- d. Create marketing materials and flyers for each identified property
- e. Create a website for available properties
- f. Share information about available properties with developers
  - i. *Utilize an online platform where interested parties can easily access these marketing materials*
- g. Maintain and update the list regularly

10

### UPDATE AND ENFORCE SIGNAGE REGULATIONS

Built Environment Recommendation No. 1

- a. Research best practices from surrounding communities
- b. Review existing signage regulations
  - i. *Identify corrections or additions needed to the current regulations*
- c. Craft a set of draft ordinances
- d. Identify and implement enforcement mechanisms for regulations
- e. Complete the adoption process with planning and council

11

### MAINTAIN AND ENHANCE TREES AND SIDEWALK LEVEL PLANTING AREAS ALONG THE PEDESTRIAN WAY

Green Infrastructure Recommendation No. 4

- a. Identify existing areas where trees and street-level plantings are already present
- b. Assess the current condition of existing vegetative areas
- c. Implement plantings in areas where additional buffering is needed
- d. Determine ongoing maintenance needs and implement them as needed. Adjust fiscal budgets as required to accommodate necessary maintenance
- e. Conduct a downtown assessment to identify areas where trees and street-level plantings could be added
- f. Determine the estimated cost of such installations and budget accordingly

12

### CLOSE 100 W FROM 100 S TO STATE STREET

Urban Design Recommendation No. 2

- a. Lock and reinforce permanent barricades
- b. Identify locations for, and stripe accessible parking locations
- c. Create an accessible turn-off for pick-up/drop-off along 100 South
- d. Remove/reduce curbs along 100W to create zero-grade transitions
- e. Provide vegetation in pots and moveable items to reduce heat island effect



13

### EVALUATE REDUCING PARKING REQUIREMENTS

Housing Recommendation No. 7

- Identify current users and parking needs within the downtown
- Identify where the required on and off-street parking requirements for existing and new developments should be reduced (based on current and proposed users and needs)
- Craft a draft ordinance that updates the appropriate zoning regulations as they relate to on and off-street parking
- Complete the adoption process with planning and council
- In addition to the proposed ordinance change, locate existing parking lots and structures that can be utilized and potentially shared
- Facilitate and encourage shared agreements between businesses where feasible.

14

### INTEGRATE A HISTORICAL OR CULTURAL TRAIL THROUGH THE DOWNTOWN CORRIDOR

Parks &amp; Civic Space Recommendation No. 3

- Identify historical and cultural assets throughout the downtown corridor
- Create a database with location and background information
- Create graphic representation/route of identified assets
- Distribute trail routes at places of business, as well as online, so individuals can access it and utilize trail route
- Create a QR code or another interactive aspect where individuals can learn more information about an asset as they pass through the downtown

15

### OFFER FAÇADE AND SIGNAGE GRANTS

Economic Development recommendation No. 3

- Adopt design guidelines
- Identify funding for program implementation and administration
- Create a grant application program
- Establish criteria for awarding applicants
- Allocate funding from outside grant sources or annual budget

16

### EXPLORE THE ADOPTION OF INTERNATIONAL PROPERTY MAINTENANCE CODE

Economic Development Recommendation No. 4

- Sign-up for membership and order code books
- Review the materials and redact unnecessary materials from the code book
- Prepare necessary compliance and review paperwork for municipal use
- Set citation or infraction limits, processes, and costs
- Adopt the redacted code through the council
- Being implemented uniformly across the community





17

**REVIEW THE NEED FOR A SITE DEVELOPMENT REQUIREMENT FOR BUILDING PERMITTING IN DOWNTOWN**

Economic Development  
Recommendation No. 7

- Establish goals for on-site parking, landscaping, hardscaping, entry locations, building orientation, and pedestrian & cyclist amenities.
- Require a site plan as part of the permitting process within downtown
- Create regulations for key goals to be shown on submitted site plans

18

**INVESTIGATE THE ADOPTION OF FORM-BASED CODE, SPECIFICALLY IN THE DOWNTOWN OVERLAY ZONE**

Built Environment Recommendation No. 7

- Adopt an overlay zone within downtown where form-based codes will be implemented (see Implementation Strategy 6)
- Define and outline preferred development standards for construction within the overlay zone.
- Draft proposed guidelines
- Create a mechanism for enforcement of the form-based codes
- Complete the adoption process with planning and council

19

**NEW CORRIDOR AND SIGNAL WARRANT STUDY ON STATE STREET**

Transportation Recommendation No. 1

- Coordinate with UDOT about a new corridor and signal warrant study on State Street
- Secure internal funds and external grants (i.e., Dixie MPO) to provide a match for the study
- Help conduct and finalize the investigation in coordination with UDOT

20

**CREATE A PEDESTRIAN AND BICYCLE-ONLY STREET ON 100 W BETWEEN 100 S TO STATE STREET**

Urban Design Recommendation No. 2

- Temporary closure (3-4 months) during summer months
- Implement tactical urbanism and programming to increase space utilization (community art, fairs, events, etc.)
- Complete street closure after adoption with the planning commission and council

21

**STRATEGICALLY LOCATE ACCESSIBLE PARKING FOR EQUITABLE ACCESS**

Urban Design Recommendation No. 7

- Identify areas close to destination entrances that can host accessible parking spots
- Count parking spots within each block
- Implement a minimum of 1 accessible stall for every 25 stalls

22

**INSTALL PARKING SIGNAGE WITH A MAXIMUM OF 2-HOUR TIME LIMIT**

Urban Design Recommendation No. 8

- Identify areas where parking demand exceeds capacity, usually near the entrance of destinations and establishments
- Install 2-hour parking limit signs every 25' distance



## YEARS 3 - 7

|     |                                                                                                                                                                                                                                       |                                                                           |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 1.  | <b>Install parking signage with a maximum of 2-hour time limit</b>                                                                                                                                                                    | Urban Design Recommendation No. 8                                         |
|     | <ul style="list-style-type: none"> <li>Identify areas where parking demand exceeds capacity, usually near the entrance of destinations and establishments.</li> <li>Install 2-hour parking limit signs every 25' distance.</li> </ul> |                                                                           |
| 2.  | <b>Increase crossing time at the intersection of State Street and Main Street</b>                                                                                                                                                     | Transportation Recommendation No. 5                                       |
|     | <ul style="list-style-type: none"> <li>Adjust the crossing time of the signal following recommendations from the State Street corridor and signal warrant study.</li> </ul>                                                           |                                                                           |
| 3.  | <b>Add a 4-way stop sign at the intersection of 200 W and 100 N</b>                                                                                                                                                                   | Transportation Recommendation No. 6                                       |
| 4.  | <b>Implement two additional stop signs on 100 N at the corner of 200 W to convert it to a 4-way stop sign. Implement an annual façade program</b>                                                                                     | Built Environment Recommendation No. 6                                    |
| 5.  | <b>Implement a tree &amp; vegetation ordinance for installation and maintenance.</b>                                                                                                                                                  | Parks & Civic Space Recommendation No. 4                                  |
| 6.  | <b>Create downtown design guidelines</b>                                                                                                                                                                                              | Built Environment Recommendation No. 2                                    |
| 7.  | <b>Prepare additional hard-surface recreational play spaces within the downtown core.</b>                                                                                                                                             | Parks & Civic Space Recommendation No. 2                                  |
| 8.  | <b>Integrate the downtown recreational core into the trails network</b>                                                                                                                                                               | Parks & Civic Space Recommendation No. 1                                  |
| 9.  | <b>Incentivize development of mixed-uses for developers acquiring underutilized downtown properties.</b>                                                                                                                              | Built Environment Recommendation No. 4                                    |
| 10. | <b>Implement xeriscape design for new construction or rehabilitation</b>                                                                                                                                                              | Green Infrastructure Recommendation No. 1                                 |
| 11. | <b>Create small rain gardens within curb bulb-outs and parks downtown</b>                                                                                                                                                             | Green Infrastructure Recommendation No. 5                                 |
| 12. | <b>Provide zoning changes to ensure a minimum Floor Area Ratio (FAR) is met.</b>                                                                                                                                                      | Land Use Recommendation No. 5                                             |
| 13. | <b>Conduct a building inventory</b>                                                                                                                                                                                                   | Housing Recommendation No. 1                                              |
| 14. | <b>Create upper-floor residence allowances utilizing the overlay district</b>                                                                                                                                                         | Housing Recommendation No. 2                                              |
| 15. | <b>Encourage attainable housing with deferred taxes or other financial incentives</b>                                                                                                                                                 | Housing Recommendation No. 6                                              |
| 17. | <b>Evaluate opportunities for development on municipal properties</b>                                                                                                                                                                 | Targeted Development Scenario & Economic Development Recommendation No. 5 |
| 18. | <b>Prepare a detailed market analysis and leakage study</b>                                                                                                                                                                           | Economic Development Recommendation No. 2                                 |
| 19. | <b>Encourage property rehabilitation</b>                                                                                                                                                                                              | Economic Development Recommendation No. 9                                 |



|     |                                                                                                                                                                                                                                                                                                                                                                                                                                |                                     |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| 21. | <b>Explore the HAWK signal and median at 100 W</b>                                                                                                                                                                                                                                                                                                                                                                             | Urban Design Recommendation No. 3   |
|     | <ul style="list-style-type: none"> <li>Run corridor and signal warranty study in coordination with UDOT</li> <li>Gather funding for design and engineering</li> <li>Complete design and gather funding for construction</li> <li>Finalize construction</li> </ul>                                                                                                                                                              |                                     |
| 22. | <b>Explore the new traffic signal at 200 W and State Street</b>                                                                                                                                                                                                                                                                                                                                                                | Urban Design Recommendation No. 4   |
|     | <ul style="list-style-type: none"> <li>Run corridor and signal warranty study in coordination with UDOT</li> <li>Gather funding for design, engineering, and implementation</li> <li>Install new signal</li> </ul>                                                                                                                                                                                                             |                                     |
| 23. | <b>Create curb bulb-outs at non-DOT intersections and crosswalks</b>                                                                                                                                                                                                                                                                                                                                                           | Urban Design Recommendation No. 5   |
|     | <ul style="list-style-type: none"> <li>Create an implementation strategy for curb bulb-outs in partnership with UDOT</li> <li>Gather financing for design and engineering</li> <li>Complete design and gather funding for construction</li> <li>Finalize construction</li> </ul>                                                                                                                                               |                                     |
| 24. | <b>Help facilitate discussions with property owners for shared parking lots</b>                                                                                                                                                                                                                                                                                                                                                | Urban Design Recommendation No. 6   |
|     | <ul style="list-style-type: none"> <li>Continue to work with current and new property owners on shared parking agreements.</li> <li>Finalize shared parking agreements.</li> </ul>                                                                                                                                                                                                                                             |                                     |
| 25. | <b>Add curb, gutter, sidewalks, and striped parking along 100 N</b>                                                                                                                                                                                                                                                                                                                                                            | Urban Design Recommendation No. 10  |
|     | <ul style="list-style-type: none"> <li>Continue to secure funding for design and construction</li> <li>Complete design and engineering of the project</li> <li>Start construction</li> </ul>                                                                                                                                                                                                                                   |                                     |
| 26. | <b>Install wayfinding/parking signage</b>                                                                                                                                                                                                                                                                                                                                                                                      | Transportation Recommendation No. 2 |
|     | <ul style="list-style-type: none"> <li>Conduct a wayfinding plan to determine the location and content of signs.</li> <li>This plan is best done with the abovementioned lighting and gathering spaces assessment.</li> <li>Get the plan adopted by the planning commission and council</li> <li>Start budgeting and securing funding for design and construction</li> <li>Implement wayfinding and parking signage</li> </ul> |                                     |
| 27. | <b>Install bicycle facilities and sidewalks throughout downtown</b>                                                                                                                                                                                                                                                                                                                                                            | Transportation Recommendation No. 3 |
|     | <ul style="list-style-type: none"> <li>Verify locations of bike lanes and marked shared roadways in this map</li> <li>Implement new bicycle facilities as roadways get re-paved or re-striped</li> <li>Finalize implementation of bike lanes and celebrate shared routes downtown</li> </ul>                                                                                                                                   |                                     |
| 28. | <b>Explore conversion of parallel parking to angled parking and restripe parking along 100 S to mitigate closure of 100 W.</b>                                                                                                                                                                                                                                                                                                 | Transportation Recommendation No. 4 |
|     | <ul style="list-style-type: none"> <li>Verify the re-striping or re-pavement plan of 100 S; if possible, coordinate efforts to simultaneously re-stripe angled parking on 100 S between Main Street and 100 W.</li> <li>Continue and finalize to re-stripe parking along 100 S between 100 W and 300 W</li> </ul>                                                                                                              |                                     |



## YEARS 8 - 15

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                           |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| 1. | <b>Improve the historic amphitheater and consider a new amphitheater within the downtown area.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Parks & Civic Space Recommendation No. 6  |
| 2. | <b>Increase the size of sidewalks to encourage longer visit durations</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Parks & Civic Space Recommendation No. 5  |
| 3. | <b>Create mid-sized, hard-surface, community gathering spaces within the downtown</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Built Environment Recommendation No. 3    |
| 4. | <b>Target business cluster for missing amenities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Economic Development Recommendation No. 1 |
| 5. | <b>Diversify cultural amenities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Economic Development Recommendation No. 6 |
| 6. | <b>Consider creating additional municipal parking lots to support site density development</b> <ul style="list-style-type: none"> <li>Identify potential parcels for the creation of new municipal parking lots</li> <li>Conduct an appraisal of the property to determine its market value</li> <li>Negotiate with property owners to purchase the parcel at a fair price. This may involve making an offer, counter-offers, and ultimately agreeing on a purchase price.</li> <li>Secure funding to purchase the parcel. This may involve using public funds or seeking grants or loans from the government or other sources.</li> <li>Acquire the parcel. This may involve obtaining necessary permits, transferring ownership, and paying the purchase price.</li> <li>Final design and construction of parking lots.</li> </ul> | Urban Design Recommendation No. 9         |
| 7. | <b>Install more appropriate (pedestrian scale) lighting and other amenities within the corridor</b> <ul style="list-style-type: none"> <li>Conduct a lighting assessment to determine key areas where illumination is needed downtown. This may involve conducting a survey or consultation with residents and stakeholders.</li> <li>Start budgeting and securing funding for design and construction.</li> <li>Final construction of new lighting amenities</li> </ul>                                                                                                                                                                                                                                                                                                                                                             | Urban Design Recommendation No. 11        |
| 8. | <b>Create additional public gathering spaces adjacent to the ROW space</b> <ul style="list-style-type: none"> <li>Conduct a plan for determining the need, location, and types of gathering spaces in downtown Hurricanes.</li> <li>Get the plan adopted by the planning commission and council</li> <li>Start budgeting and securing funding for design and construction</li> <li>Start implementing new gathering amenities and spaces</li> <li>Final construction of new gathering amenities and spaces.</li> </ul>                                                                                                                                                                                                                                                                                                               | Urban Design Recommendation No. 12        |



# HURRICANE DOWNTOWN

## MASTER PLAN

APRIL  
2023

PREPARED BY



**Downtown Redevelopment Services**  
100 E Main St, Suite 100  
Ravenna, OH 44266



**CRSA**  
175 S Main St, Suite 300  
Salt Lake City, Utah 84101



## STAFF COMMENTS

|                             |                                                                     |
|-----------------------------|---------------------------------------------------------------------|
| <b>Agenda Date:</b>         | <b>11/2/2023</b>                                                    |
| <b>Application Number:</b>  |                                                                     |
| <b>Type of Application:</b> | City Master Plan                                                    |
| <b>Action Type:</b>         | Legislative                                                         |
| <b>Applicant:</b>           | Hurricane City Planning                                             |
| <b>Agent:</b>               | Ben Levenger w/ Downtown Redevelopment                              |
| <b>Request:</b>             | Review and make a recommendation on an updated Downtown Master Plan |

**Discussion:** After a series of workshops with the City Council and staff on the recommendations and implementation of the Downtown Master Plan staff believes we are ready for adoption. The changes proposed by the City Council have been addressed and the project consultant has updated the plan.

**Recommendation:**

Staff recommends the Council read through the plan and its recommendations. Staff recommends approval of the Downtown Master Plan.



## **STAFF COMMENTS**

Consideration and possible decision to open or continue with the **closure of 100 West** between SR9 and 100 South

### **Discussion:**

On May 18th, the City Council voted to close 100 W from State St to 100 S from Memorial Day to Labor Day. The Hurricane City General Plan, as well as the Downtown Master Plan up for adoption this meeting, recommend that the City turn 100 W into a pedestrian plaza. The City Council directed that the road remain closed until a final decision on the Downtown Master Plan was made. Staff believes the road closure has worked out fairly successfully, however the road could potentially be reopened without affecting the recommendations in the Master Plan.

### **Findings:**

### **Recommendation:**

### **Attachments:**

None



## **STAFF COMMENTS**

Ordinance 2023-12: Consideration and possible approval of a **Land Use Code Amendment to adopt Title 10 Chapter 52 and amend Title 1 Chapter 4 with regards to affordable housing.** Hurricane City Planning.

### **Discussion:**

In order to promote and incentivize the production of affordable housing, as well as further the goals of the Moderate Income Housing Plan, staff is providing three incentives for developments that deed restrict 10% of their units for affordable housing

- A 15% density bonus
- A 50% discount on City impact fees
- Reduced setbacks and lot sizes in single family developments

### **Findings:**

### **Recommendation:**

### **Attachments:**

1. Ordinance 2023-12 Affordable Housing
2. Affordable Housing Density Bonus Options
3. PUD- Bonus Density-Washington City
4. Bonus Density Program-Washington City



**AN ORDINANCE OF THE CITY COUNCIL OF HURRICANE, UTAH ADOPTING AN  
AFFORDABLE HOUSING POLICY BY CREATING TITLE 10 CHAPTER 52 AND  
AMENDING TITLE 1 CHAPTER 4 OF THE HURRICANE CITY CODE**

***WHEREAS***, Utah Code 10-9a allows for municipalities to regulate land use within their boundaries; and

***WHEREAS***, the City is facing an affordable housing crisis with home prices and rental rates increasing substantially in the past five years; and

***WHEREAS***, the City wants to incentivize development of moderate income housing through private development; and

***WHEREAS***, the 2022 Moderate Income Housing Plan recommends the City adopt an inclusionary zoning policy; and

***WHEREAS***, the Planning Commission gave a positive recommendation on the attached additions and amendments to Hurricane City Code,

**BE IT HEREBY ORDAINED** by the City Council of Hurricane, Utah that Title 10 Chapter 52 be added to Hurricane City Code to read as follows:

**CHAPTER 52. AFFORDABLE HOUSING**

**Sec. 10-52-1. Purpose.**

The purpose of this chapter is to encourage the development and preservation of residential units affordable to those making less than the Washington County Area Median Income.

**Sec. 10-52-2. Applicability.**

The incentives within this chapter are available to new residential developments zoned as R1-8, R1-6, RM-1, RM-2, RM-3, and within Planned Development Overlays.

**Sec. 10-52-3. Definitions.**

*Affordable Housing* means housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the Washington County Area Median Income (“AMI”).

*Affordable Housing Development* means any housing project that reserves by deed restriction 10% of units as Affordable Housing.

*Land Use Authority*, for purposes of this chapter, means the Hurricane City Planning Commission.

**Sec. 10-52-4. Development standards.**

- A. Development Incentives. Affordable Housing Developments that provide Affordable Housing pursuant to the terms of this chapter shall qualify for the density bonus, standard incentives, and impact fee reduction described in this section. An applicant may submit an Affordable Housing Development application requesting the incentives.
- B. Density Bonus.
  - 1. Maximum Density. Affordable Housing Developments may receive a maximum 15% density bonus based on the base density shown in an approved yield plan.
  - 2. Calculation of Density Bonus.
    - a. Base Density. Base density for an Affordable Housing Development shall be determined by calculating the number of dwelling units that could be developed on lots in a conventional subdivision under the provisions of the underlying zones.
    - b. Yield Plan. The applicant shall provide a yield plan as part of the Affordable Housing Development application. The applicant shall prepare a yield plan that reflects the total number of units that the development would be able to build under base zoning standards. The yield plan shall take into consideration the site's natural and cultural features as shown on a natural resource inventory prepared for the property and shall demonstrate that sensitive lands identified in the natural resource inventory can be successfully included within open space areas or as part of residential lots without disturbing the health or safety of present or future City residents. At least one-half of the minimum area required for each lot shall exclude wetlands, floodplains, and slopes exceeding 30 percent.
    - c. The Zoning Administrator shall review the application and yield plan for compliance with this chapter and provide a report and recommendation to the Land Use Authority. The Land Use Authority shall approve, approve with conditions, or deny the application based on the standards within the City code.
- C. Standards. Except for the standards required for Planned Commercial developments, to the extent the standards within other chapters in the City Code conflict with the

standards of this chapter, Affordable Housing Developments are only required to comply with the following standards:

#### AFFORDABLE HOUSING DEVELOPMENT STANDARDS FOR RESIDENTIAL USES

|                       |  |
|-----------------------|--|
| <b>Lot standards:</b> |  |
|-----------------------|--|

|                                         |         |
|-----------------------------------------|---------|
| Setback standards - front:              |         |
| Any building - pedestrian entrance      | 15 feet |
| Garage or parking building              | 25 feet |
| Setbacks - rear:                        |         |
| Main building                           | 10 feet |
| Setback standards - interior side yard: |         |
| Main building                           | 10 feet |
| Setback standards - street side yard:   |         |
| Main building                           | 15 feet |

D. Impact Fee Reduction. Affordable Housing units shall only be charged 50% of each of the City's adopted impact fees. This reduction in impact fees is specific to qualifying units and does not apply to the entire Affordable Housing Development.

E. To the extent the standards within other chapters in the City Code conflict with the standards of this chapter, single family units within an Affordable Housing Development that qualify as Affordable Housing are only required to comply with the following standards:

1. Minimum Lot Size: Within Single Family Zones, Affordable Housing units shall be placed on a lot a minimum of 4,000 sq. ft.
2. Regardless of available minimum lot sizes, Affordable Housing Developments shall comply with all density requirements within this chapter.

F. Affordable Housing Developments shall meet all other standards within the underlying zone except those specifically listed in this Chapter.

G. Comparable units: Affordable Housing units shall be comparable to market rate units in the development, including entrance location, dispersion throughout the building or site, and access to all amenities available to the market rate units in the development. This section does not apply to units in single-family zoning districts.

#### **Sec 10-52-5 Affordable Housing units outside of an Affordable Housing Development.**

For Affordable Housing units not located in an Affordable Housing Development, the applicant shall only be entitled to the modified standards and reduced impact fees as described in sections 10-52-5(C)-(E) of this chapter. An applicant shall submit an application showing that the proposed unit(s) qualify as Affordable Housing and shall otherwise comply with and be subject to the terms of this chapter.

#### **Sec. 10-52-6. Duration and requirements of affordability.**

A. Affordable Housing shall be restricted and meet the following qualifications.

1. *Affordable Housing Unit Rentals.* An approved Affordable Housing unit used as a rental shall continuously qualify as Affordable Housing for a period of 25 years from the date a Certificate of Occupancy is issued by the City.
2. Prior to or as a condition of approval of a final site plan or plat, a deed restriction approved by the City Attorney and requiring compliance with this chapter shall be recorded with the Washington County Recorder, which deed restriction shall run with the land and bind all assigns, heirs, and successors of the applicant. For



Affordable Housing units not located in an Affordable Housing Development, the deed restriction shall be recorded prior to the issuance of a building permit.

B. Income Restriction. Approved Affordable Housing units shall only be made available and occupied by households with an annual income at or below 80% of Washington County AMI as determined by the U.S. Department of Housing and Urban Development (“HUD”) Metro FMR Area (as periodically determined by the HUD and adjusted for household size).

1. Rent/Housing Payment Restriction: The Affordable Housing units shall be both income and rent/housing payment restricted.
  - a. For an Affordable Housing rental unit, the monthly rent, including all required housing costs per unit such as utilities and other charges uniformly assessed to all apartment units other than charges for optional services, shall be set forth in a written lease and shall not exceed, for the term of the lease, thirty percent (30%) of the maximum monthly income for a household making 80% AMI, adjusted for household size, published by Housing and Urban Development for affordable units located in Washington County.

#### **Sec. 10-52-7 Enforcement**

A. Managers, Property Owners, and Landlords of Affordable Housing units shall submit an annual report to the City Zoning Administrator showing compliance with this chapter. This report is due on March 1 for the previous year's information and shall include the following information:

1. Property location, tax ID number, and legal description.
2. Property owner name, mailing address, and email address.
3. Information on the Affordable Housing units and the tenants of the property receiving the incentives that includes:
  - a. The total number of dwelling units;
  - b. The number of bedrooms of each dwelling unit;
  - c. The rental rate of each dwelling unit;
  - d. A statement regarding whether the Affordable Housing units are in compliance with the approval requirements and the requirements of this chapter;
  - e. Any change in occupancy to the units that is necessary to bring the units into compliance with this chapter, including a change in the number of people residing in each unit and any change in tenant. Personal data is not required to be submitted.

- f. Confirmation that income verification for all tenants was performed for the previous year.
  - g. Any differences in rent between the agreed upon rental rate in the approval to use the incentives and the actual rent received for the identified Affordable Housing units.
  - h. Any instance where an Affordable Housing unit was no longer rented at the agreed upon level of affordability, the length of time the dwelling unit was not in compliance with the agreed upon level of affordability, and any remedy that was taken to address the noncompliance.
4. Failure to file a report shall trigger an audit by the City and the property owner shall be subject to fines as established in Hurricane City Code 1-4-5 - Civil Enforcement.

B. Audit. Managers, Property Owners, and Landlords of Affordable Housing units shall allow the City or its representative to conduct a yearly audit on all Affordable Housing Developments and Affordable Housing units to ensure compliance.

C. Violations of this Chapter, including failure to timely submit complete reports, shall subject the recorder owner of the property, as shown on the records of the Washington County Recorder, to prosecution and fines pursuant to the City Code, including civil enforcement authorized by Hurricane City Code 1-4-5 and business license revocation pursuant to Title 3 of the Hurricane City Code.

**BE IT HEREBY FURTHER ORDAINED** by the City Council of Hurricane, Utah that Title 1, Chapter 4, subpart E. be amended to read as follows:

#### **1-4-5 Civil Enforcement**

...

E. *Civil penalties.* A violation of any provision of this Code shall result in a civil penalty pursuant to the following schedule:

| Violation                                       | Penalty          |
|-------------------------------------------------|------------------|
| Unlicensed short-term rental (see section 3-10) | \$750.00 per day |

|                                                                                            |                              |
|--------------------------------------------------------------------------------------------|------------------------------|
| Violation of short-term rental licensing standards<br>(see section 3-10)                   | \$750.00 per day             |
| Violation of zoning and licensing standards for residential hosting<br>(see section 10-51) | \$750.00 per day             |
| Violation of Affordable Housing requirements (see section 10-52)                           | \$100.00 per day per<br>unit |

...

**BE IT HEREBY FURTHER ORDAINED** that this ordinance shall, upon adoption, take effect at the earliest date possible after posting or publication as required by law.

**BE IT HEREBY FURTHER ORDAINED BY THE HURRICANE CITY COUNCIL OF HURRICANE CITY, UTAH THAT:**

1. All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.
2. Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Hurricane City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.

PASSED AND APPROVED this 2<sup>nd</sup> day of November, 2023

Hurricane City

---

Nanette Billings, Mayor

Attest:

\_\_\_\_\_  
Cindy Beteag, City Recorder

The foregoing Ordinance was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 2<sup>nd</sup> day of November, 2023. Whereupon a motion to adopt and approve said Resolution was made by \_\_\_\_\_ and seconded by \_\_\_\_\_. A roll call vote was then taken with the following results:

|               | Yea   | Nay   | Abstain | Absent |
|---------------|-------|-------|---------|--------|
| Joseph Prete  | _____ | _____ | _____   | _____  |
| David Sanders | _____ | _____ | _____   | _____  |
| David Hirschi | _____ | _____ | _____   | _____  |
| Kevin Thomas  | _____ | _____ | _____   | _____  |
| Doug Heideman | _____ | _____ | _____   | _____  |

\_\_\_\_\_  
Cindy Beteag, Recorder



Welcome!

This workbook will allow you to run calculations on different density bonus options and different percentages of required affordability in order to gain those density bonuses. The different density bonus options are:

- 2 additional units per acre (as already exists in the Planned Commercial zone)
- 10% additional units
- 15% additional units
- 20% additional units

The affordable housing system we are looking at is an incentive-based system. We need to come up with a system that a developer would voluntarily choose to use, if a developer could get more market-rate units without a density bonus for deed-restricted affordable units then they will almost every time.

The hypothetical scenario we are presenting is a proposed 50 acre development at a variety of different zoning options.

The important number, from a developer's point of view is the last number "Number of additional market rate units" this is where they will intend to make up the loss in revenue they will take from the deed restricted units.

These calculations do not take into effect state and federal grants, tax credits, or other potential funding mechanisms

Percentage of units considered "affordable"\* ----->

***Once you've made a selection please go to the next sheet***

their income. Different levels of AMI options are available

10 %

| Zoning                         | R1-8 | R1-6   | RM-1 | RM-2 | RM-3 |
|--------------------------------|------|--------|------|------|------|
| Density                        | 4.4  | 6.15   | 6    | 10   | 15   |
| Development of 50 Acres        | 220  | 307.5  | 300  | 500  | 750  |
| Plus Two Units an Acre         | 320  | 407.5  | 400  | 600  | 850  |
| Number of Affordable Units (%) | 32   | 40.75  | 40   | 60   | 85   |
| Other Units                    | 288  | 366.75 | 360  | 540  | 765  |
| Additional Market Rate Units   | 68   | 59.25  | 60   | 40   | 15   |

| Zoning                         | R1-8  | R1-6    | RM-1 | RM-2 | RM-3  |
|--------------------------------|-------|---------|------|------|-------|
| Density                        | 4.4   | 6.15    | 6    | 10   | 15    |
| Development of 50 Acres        | 220   | 307.5   | 300  | 500  | 750   |
| 10% Density Bonus              | 242   | 338.25  | 330  | 550  | 825   |
| Number of Affordable Units (%) | 24.2  | 33.825  | 33   | 55   | 82.5  |
| Other Units                    | 217.8 | 304.425 | 297  | 495  | 742.5 |
| Additional Market Rate Units   | -2.2  | -3.075  | -3   | -5   | -7.5  |



| Zoning                         | R1-8  | R1-6     | RM-1  | RM-2  | RM-3   |
|--------------------------------|-------|----------|-------|-------|--------|
| Density                        | 4.4   | 6.15     | 6     | 10    | 15     |
| Development of 50 Acres        | 220   | 307.5    | 300   | 500   | 750    |
| 15% Density Bonus              | 253   | 353.625  | 345   | 575   | 862.5  |
| Number of Affordable Units (%) | 25.3  | 35.3625  | 34.5  | 57.5  | 86.25  |
| Other Units                    | 227.7 | 318.2625 | 310.5 | 517.5 | 776.25 |
| Additional Market Rate Units   | 7.7   | 10.7625  | 10.5  | 17.5  | 26.25  |

| Zoning                         | R1-8  | R1-6  | RM-1 | RM-2 | RM-3 |
|--------------------------------|-------|-------|------|------|------|
| Density                        | 4.4   | 6.15  | 6    | 10   | 15   |
| Development of 50 Acres        | 220   | 307.5 | 300  | 500  | 750  |
| 20% Density Bonus              | 264   | 369   | 360  | 600  | 900  |
| Number of Affordable Units (%) | 26.4  | 36.9  | 36   | 60   | 90   |
| Other Units                    | 237.6 | 332.1 | 324  | 540  | 810  |
| Additional Market Rate Units   | 17.6  | 24.6  | 24   | 40   | 60   |

surrounding land is already developed, and

2. The proposed dwellings are platted for individual ownership of the dwelling units, and
3. The density and building scale of the proposed units are similar in scale to an adjoining developed parcel or is considered in scale with the surrounding area and fits harmoniously into the neighborhood, as determined by the city council but in no case shall exceed a twenty-five percent (25%) dwelling units per acre increase as stated in the general plan. To be considered for density increases, the applicant will include, as part of the development design, any of the following credits:

PUD - Bonus Density  
Options

- a) Landscaping Along Periphery Of Development: If a common area landscaped strip between twenty feet (20') and twenty five feet (25') is created along the periphery of the development (which is beyond the 50% requirement of parcel coverage for non-structures), and surrounds at least sixty seven percent (67%) of the development, an increase of one dwelling unit per acre shall be added to the minimum density for the development.
- b) Tree Lined Streets: Tree lined streets for all streets (internal and periphery) to provide shade for sidewalks and to reduce solar heat gain. If all streets within the development, on both sides of the streets, will have a landscape strip between the curb and sidewalk planted with shade trees at forty foot (40') spacing or less, with trees that are of twenty four inch (24") box containers with a minimum of one and one-half inch (1½") caliper, an increase of one dwelling unit per acre shall be added to the minimum density for the development.
- c) Landscaped Open Spaces: For every ten percent (10%) of landscaped open space incorporated into the development (which is beyond the 50% requirement of parcel coverage for non-structures), and not receiving density increases through other provisions of this section, may receive an increase of one dwelling unit per acre shall be added to the minimum density for the development.
- d) Increased Recreational Facilities: Additional designated recreational amenities, above the requirements as already set forth for Planned Unit Development, may receive an increase in density, as approved by the planning commission and city council on case by case basis.

- D. Setbacks: The setbacks for all Planned Unit Developments - Multiple Family will be as follows, unless an approved setback alternative plan is granted by the Planning Commission and approved by the City Council:

1. Front Yard: Front yard setbacks shall be a minimum of twenty feet (20'). The street side of corner lots, shall be the same as the front yard setback.

- ~~D. Provisions For Detached Accessory Buildings To Encroach Into Side Or Rear Yard Setback: In order for a detached one-story private garage or accessory building, twenty feet (20') or less in height, to encroach into the side or rear yard setback, the following conditions shall be met:~~
- ~~1. The roof shall not project across a property line;~~
  - ~~2. Stormwater runoff from the building shall not run onto an adjacent property;~~
  - ~~3. Any nonportable building to be placed over a drainage and/or utility easement shall require written approval, obtained by the applicant, from the electrical power department and public works department, and all other utility companies with easement rights, prior to obtaining a building permit, and shall require the property owner to provide and sign a recordable waiver and indemnification document that waives and indemnifies the city from any liability for any damages or expenses (including reimbursement to the city for removing the building) associated with the building being placed over an easement, and granting the city permission to remove such building at any time the city determines that said building must be removed to repair drainage facilities or utilities, or for other safety, health or welfare reasons; and~~
  - ~~4. All other provisions of this title and applicable building and fire codes regarding accessory buildings shall be adhered to. (Ord. 2004-18, 6-9-2004)~~

**9-8A-7: BONUS DENSITY PROGRAM:**

- A. Program Outline: Specific areas in the Washington Fields area and some of the area north of I-15 have been designated as bonus density areas on the general plan land use map to provide incentives that will help preserve open space. These areas are allowed a base density of one dwelling unit per acre, which corresponds to the RA-1 zone. However, bonus density credits may be given as multiples of the base density for specific open space amenities (outlined below) that are incorporated into developments and are beneficial to the public. If higher density zoning is present at the time of subdivision or rezoning, credits are reduced proportionally. If all of the credits were to be granted, a property could theoretically achieve a density of three and five-tenths plus (3.5+) units per acre (2.5 plus units per acre in bonus density, plus the original 1 unit per acre in base



density). However, it is unlikely that all of the density bonus categories could or would be earned on a given parcel (e.g., it is not desirable to have a public park on every parcel), plus there must be a density cap to meet the intent of the general plan. Therefore, the actual density increases resulting will average close to the two and five-tenths (2.5) units per acre identified as a goal in the general plan.

- B. **Program Participation:** If the property is already zoned RA-1, then an applicant may simply propose a subdivision that meets the RA-1 zone development standards. If the applicant wants to participate in the bonus density program, a development agreement may be proposed that incorporates the open space amenities for the bonus density credits, along with a proposed subdivision. If the property has a zoning designation that is less dense than the RA-1 zone, then a zone change request to RA-1 must first be approved by the city council after a recommendation by the planning commission. If the applicant wants to participate in the bonus density program, a development agreement may be proposed along with the zone change request, or the applicant may wait until the RA-1 zone is approved and then propose a development agreement along with a proposed subdivision. If the applicant does not want to participate in the bonus density program, then a proposed subdivision must meet the RA-1 zone development standards. If the property has a zoning designation that is more dense than the RA-1 zone and an applicant wants to participate in the bonus density program, density credits will be proportionally reduced and identified in a development agreement.
- C. **Modified Area, Width And Yard Regulations:** Since the purpose of the bonus density program is to help preserve open space, lots in a subdivision may be clustered and the areas of the lots may be reduced. As lots are reduced in size, their widths and minimum yard setbacks must also be proportionally reduced in size. Lot setbacks must be noted on the final plat of each subdivision. The following table outlines the modified area, width and yard regulations for lots when an applicant participates in the bonus density program:

|                                                          |                               | Yards In Feet |           |      |
|----------------------------------------------------------|-------------------------------|---------------|-----------|------|
| Area In Square Feet <sup>1</sup><br>(Closest Size Range) | Width <sup>2</sup><br>In Feet | Front         | Side      | Rear |
| 6,000<br>(absolute minimum lot size)                     | 66                            | 20            | 8 and 10  | 10   |
| 8,000                                                    | 70                            | 20            | 8 and 10  | 10   |
| 10,000                                                   | 80                            | 20            | 10 and 10 | 20   |
| 12,000                                                   | 90                            | 20            | 10 and 10 | 20   |
| 15,000                                                   | 100                           | 20            | 10 and 10 | 20   |

| Area In Square Feet <sup>1</sup><br>(Closest Size Range) | Width <sup>2</sup><br>In Feet | Yards In Feet |           |      |
|----------------------------------------------------------|-------------------------------|---------------|-----------|------|
|                                                          |                               | Front         | Side      | Rear |
| 21,780<br>( $\frac{1}{2}$ acre)                          | 100                           | 20            | 10 and 10 | 20   |
| 30,000                                                   | 100                           | 20            | 15 and 15 | 20   |
| 40,000                                                   | 200                           | 30            | 15 and 15 | 30   |
| 43,560<br>(1 acre)                                       | 200                           | 30            | 15 and 15 | 30   |

## Notes:

1. The absolute minimum lot size is 6,000 square feet. The smallest lots of a subdivision are to be internal to the project, and the lot sizes along the subdivision boundaries are to be within a single density transition category of adjacent properties.
2. Unlike the minimum yard setbacks, the lot widths are more of a general guideline than a minimum standard. The intent is for the lot widths to be proportional to the corresponding lot size range. It is undesirable to have lots extremely narrow compared to their depths. Each proposed subdivision will be evaluated to see if this intent is being met. Flag lots may also be considered for properties that have irregular shapes and/or topography.

## D. Open Space Amenities And Bonus Density Credits:

1. Interconnectivity Of Internal Streets: Streets connect to each other within the project to create an informal grid that provides multiple routes for emergency vehicles and distributes traffic evenly through a neighborhood. To qualify for this density bonus, no more than twenty percent (20%) of the lots shall be located on cul-de-sacs.

Credit: Twenty five percent (25%) increase in density.

2. Interconnectivity Of External Streets: Streets connect to adjoining parcels/subdivisions to create an informal grid that provides multiple routes for emergency vehicles and distributes traffic evenly through a subarea. To qualify for this density bonus, access streets in addition to what is already required (the basic minimum number of access streets for each subdivision is 2, but larger subdivisions or subdivisions that have specific access and/or circulation issues may require more than 2 access streets), shall be provided, and the additional connecting streets provided shall be stubbed internal to adjacent properties and not perpendicular to streets external to the development.

Credit: Fifteen percent (15%) increase in density for one additional street.

Twenty five percent (25%) increase in density for more than one additional street.

3. Houses Facing Onto Arterial And Major Collector Streets: It is acknowledged that major and minor arterial streets (106 foot and 80 foot rights of way) and major collector streets (66 foot rights of way) are designed to optimize for traffic capacity and speed. Residential lots may be allowed to back (double frontage lots) onto arterial and major collector streets as long as there are adequate setbacks and landscape screening. Additionally, residential streets (60 foot and 50 foot rights of way) are intended to optimize for convenient travel, safe mixing of pedestrians and vehicles, and to be attractive settings for homes. Accordingly, double frontage lots are not allowed (except in cases of topographical constraints and factors relating to safety) along residential streets. It is possible to front homes onto arterial and major collector streets through the use of rear alleys or frontage roads. To qualify for this density bonus, double frontage lots are not allowed on streets classified as arterials (106 foot and 80 foot rights of way) and major collectors (66 foot rights of way). Keep in mind that intersection spacing must meet city standards for alleys and frontage roads as well as all other streets.

(Note: Except in cases of topographical constraints and factors relating to safety, and if it makes no difference to traffic impacts, double frontage lots are prohibited along rights of way less than 66 feet.)

Credit: Twenty five percent (25%) increase in density.

4. Mix Of Lot Sizes: Consistent with the general plan, the objective of this incentive is to encourage developments that have a mix of lot sizes so as to create a varied appearance (avoiding "cookie cutter" character). To qualify for this density bonus, credit is given for distinct variations in lot sizes.

Credit: Five percent (5%) increase in density for each variation of lot size that pertains to at least ten percent (10%) of the lots (a variation is a change of at least 25 percent in lot size), up to a maximum of twenty five percent (25%). To qualify for this density bonus, no more than fifty percent (50%) of the area may be within one size range ( $\pm 12.5$  percent constitutes a size range).



5. Neighborhood Park Land Dedication: Through the general plan, the city has adopted a neighborhood park level of service (LOS) standard of six (6) acres of park for every one thousand (1,000) population. In circumstances where a development does not actually generate a need for at least a four (4) acre park (minimum size for efficient city maintenance), this density bonus provides an incentive to dedicate additional park land without losing development units. To qualify for this density bonus, land in excess of the LOS standard for the proposed development shall be conveyed to the city, the park must be constructed, it must be four (4) acres or more, and its design must be accepted by the city.

Credit: Five percent (5%) increase in density for each one percent (1%) of the site dedicated to park land that is in excess of the city neighborhood park level of service standard (6 acres per 1,000 population), up to a maximum of twenty five percent (25%).

6. Provisions For Affordable Housing: "Moderate income housing" (or affordable housing) is defined as housing occupied or reserved for occupancy by households with a gross household income equal to or less than eighty percent (80%) of the median gross income for households of the same size in the county in which the city is located. Although providing for affordable housing is not a method for preserving open space, it is a public amenity listed in the bonus density program of the general plan, and may be included as a means to receive an increase in density as long as other open space amenities are incorporated into the development. Some of the techniques used to provide for affordable housing include the utilization of state or federal funds or tax incentives to promote the construction of moderate income housing, the utilization of programs offered by the Utah housing corporation, and the utilization of affordable housing programs administered by the Utah department of community and economic development. To qualify for this density bonus, a minimum of four (4) additional categories of the bonus density program must be implemented in the development and include the "public trails through and along the development" category, the design and quality of the moderate income housing shall be similar to the design and quality of all other housing in the development, and a minimum of five percent (5%) of the total housing must be dedicated to moderate income housing.

Credit: Twenty five percent (25%) increase in density for five percent (5%) of the total housing dedicated to moderate income housing.

Fifty percent (50%) increase in density for ten percent (10%) or more of the total housing dedicated to moderate income housing.

7. Landscaped Open Space: The objective of this density bonus is to encourage provisions for open areas that, pursuant to the general plan, preserve the open space character of the Washington Fields area and the area north of I-15. To qualify for this density bonus, the development shall provide for landscaped open space, with at least fifty percent (50%) of the landscaped areas visible from public streets. Landscaping shall be reflective of the area in which it is located and shall be developed as approved by the city. Xeriscape landscaping (drought tolerant vegetation) is encouraged for the type of vegetation, but the amount of vegetation must be dense enough to reflect the greenery of the area (especially if irrigation rights are still available for property in the Washington Fields area). Shade trees and shrubs shall be an integral part of the landscaping and shall meet sight distance requirements. All landscaping shall be installed by the developer and shall be maintained by the homeowners' association. The responsibility for landscape maintenance shall be cited on the plat, in the development agreement, and recorded against the properties within the development.

Credit: Three percent (3%) increase in density for each one percent (1%) of the site preserved in open space (not including areas within rights of way or areas that have received credit through other provisions of the bonus density program), up to a maximum of twenty five percent (25%).

8. Open Space At Intersection Corners At Periphery Of Development: Pursuant to the general plan, open areas created at intersection corners at the periphery of a development will generally make a greater contribution to preserving the open space character of the Washington Fields area and the area north of I-15 than open space internal to a development. To qualify for this density bonus, landscaping shall be reflective of the area in which it is located and shall be developed as approved by the city. Xeriscape landscaping (drought tolerant vegetation) is encouraged for the type of vegetation, but the amount of vegetation must be dense enough to reflect the greenery of the area (especially if irrigation rights are still available for property in the Washington Fields area). Shade trees and shrubs shall be an integral part of the landscaping and shall meet sight distance requirements. All landscaping shall be installed by the developer and shall be maintained by the homeowners' association. The responsibility for landscape maintenance shall be

cited on the plat, in the development agreement, and recorded against the properties within the development.

Credit: Five percent (5%) increase in density for each one percent (1%) of the site preserved in open space that is located at intersection corners (not including areas within rights of way or areas that have received credit through other provisions of the bonus density program), up to a maximum of twenty five percent (25%).

9. Landscaped Rights Of Way And Front Yard Setbacks Along Arterials And Major Collectors: It is the city's desire, pursuant to the general plan, to preserve the open space character of the Washington Fields area and the area north of I-15 by having generous building setbacks with broad landscaped areas defined by open fencing. Therefore, along these major corridors, the following choices are available to qualify for a selection of density bonuses:

a. An additional landscape setback between the street ROW line and fence/wall of the development, beyond the required landscape strip for double frontage lots, shall be installed by the developer and shall be maintained by the homeowners' association. The responsibility for landscape maintenance shall be cited on the plat, in the development agreement, and recorded against the properties within the development. An average width of fifty feet (50') is desirable, with the width varying between thirty feet (30') and seventy feet (70'). A landscape setback of at least thirty feet (30') is required to get a density bonus.

b. Landscaping shall be reflective of the area in which it is located and shall be developed as approved by the city. Xeriscape landscaping (drought tolerant vegetation) is encouraged for the type of vegetation, but the amount of vegetation must be dense enough to reflect the greenery of the area (especially if irrigation rights are still available for property in the Washington Fields area). Shade trees and shrubs shall be an integral part of the landscaping and shall meet sight distance requirements.

c. The desired fencing along the major roadway corridors is open three (3) rail or four (4) rail fencing. Wrought iron fencing and/or solid fence/wall panels may be as approved by the city if they match or are compatible with fences of adjoining developments. Overall transparency of at least fifty percent (50%) is required to get a density bonus. (Note: Thin wire mesh fencing, as approved by the city, may be used to confine animals and/or children.)

Credit: If a landscape setback varying between thirty feet (30') and seventy feet (70'), with an average of at least fifty feet (50') is created, with no section less than thirty feet (30') wide, the bonus density will be five percent (5%) for each one percent (1%) of the total land area of the parcel that is in the landscape setback, up to a maximum of twenty five percent (25%).

Where homes face arterials and major collectors, a five percent (5%) density credit will be granted for each ten feet (10') of building setback beyond the minimum front yard setback of the closest size range, up to a maximum of twenty five percent (25%).

If fencing is less than seventy five percent (75%) transparent but at least fifty percent (50%) transparent, a density increase may be transferred to the rest of the property. The density credit will be derived by dividing the area of the landscape setback by the average lot size of the development. (Hypothetical example: 30 foot landscape setback x 1,000 foot property length = 30,000 square feet/15,000 square foot average lot size = total of 2 additional lots.)

If fencing is seventy five percent (75%) or more transparent, a density increase may be transferred to the rest of the property. The density credit will be derived by dividing the area of the landscape setback by the average lot size of the development, plus fifty percent (50%). (Hypothetical example: 30 foot landscape setback x 1,000 foot property length = 30,000 square feet/15,000 square foot average lot size = 2 units + 50 percent = total of 3 additional lots.)

10. Public Trails Through And Along Development: Where indicated in the general plan and/or city trails plan, the proposed development shall provide public trails that generally follow trail alignments shown in said plans. Unless otherwise approved by the city, trail alignments must traverse through the property or around its periphery, according to the plans. To qualify for this density bonus, trails shall be open to the general public, and shall connect to adjacent trails, parks, open space and public streets, in a manner as approved by the city. The trails shall be a minimum of ten feet (10') wide, meet AASHTO standards, and shall be installed by the developer. Trail maintenance responsibility will be as agreed upon in the development agreement. If trails are proposed that are not indicated in the general plan and/or



city trails plan, a density bonus may be granted for these trails as well. To qualify for a density bonus for these trails, the same criteria as outlined for trails indicated in the general plan and/or city trails plan shall be met. Again, trail maintenance responsibility will be as agreed upon in the development agreement.

Credit: Twenty five percent (25%) increase in density.

11. Tree Lined Streets: Tree lined street sections for all streets (internal and periphery) are desirable to provide shade for sidewalks (encourage walking) and to reduce solar heat gain on streets and buildings. To qualify for this density bonus, all streets within the development, on both sides of the streets, shall have a landscape strip between the curb and sidewalk, planted with shade trees at forty foot (40') spacing or less. The shade trees shall be from twenty four inch (24") box containers with a minimum caliper of one and one-half inch (1½") (1 inch above grade). Smaller trees may be interplanted where overhead obstructions (power lines, etc.) may result in problems that could be caused by the taller varieties. However, the sizes of the trees at planting are to remain the same. A list of approved tree species and landscaping guidelines are available in the community development department. As approved by the city, trees may be grouped and/or staggered as long as the average spacing of forty feet (40') is maintained.

Credit: Twenty five percent (25%) increase in density.

12. Miscellaneous Public Benefits: Other types of open space benefits, such as school sites, recreation centers, libraries, fire stations, the pooling of adjoining properties for regional detention basins, regional parks or other public benefits, etc., may also be explored for inclusion into bonus density credits. These facilities will have to incorporate a degree of open space in their design, and the design will have to be approved by the city, with the density bonus credit determined during the project's evaluation. (Ord. 2005-40, 11-14-2005)



## **STAFF COMMENTS**

Ordinance 2023-19: Consideration and possible approval of a **Land Use Code Amendment to Title 10 Chapter 7 Subsection 23** regarding grading permits. Hurricane City Applicant.

**Discussion:**

**Findings:**

**Recommendation:**

**Attachments:**

1. Grading Permit Ord\_Redline
2. Grading Permit Ordinance (with updates from last City Council
3. Washington City Grading permit requirements for applications
4. Grading permit example
5. Washington City policy- grading
6. LUCA23-09 Grading Permits CC Staff Report
7. Ordinance 2023-19 Grading Permits (1)

## **Sec. 10-7-23. - Grading permit**

### **Sec. 10-7-23. -- Grading permit by exception.**

~~Notwithstanding any other provision in this title to the contrary, the Zoning Administrator shall be authorized, upon an affirmative vote of the City Council, to issue a grading permit for property not scheduled for immediate or reasonably imminent development upon such terms and conditions as may be deemed necessary by said City Council to guarantee the protection of the property and neighboring properties against problems resulting from such grading, including, but not limited to, the accumulation of weeds, soil erosion, surface drainage and dust.~~

~~{Ord. 2010-5, 9-2-2010}~~

1 . Scope and Applicability: Every person shall obtain a grading permit for any land disturbance or grading activity on land of one (1) acre or more. For any property on which a land use application is pending or that is subject to an active approved land use application, a grading permit shall not include the installation of retaining walls, storm drain piping, or other utilities or infrastructure; building lots not requiring the support of retaining walls may be graded.

2. Exemptions: The following activities are exempt from the permit requirement:

1. Any emergency activity that is immediately necessary for the protection of life, property, or natural resources.
2. Existing agricultural uses conducted as a permitted or accessory use.

3. Application For A Grading Permit: Each application shall include the following:

1. Name of applicant;
2. Business or residence address of applicant;
3. Name, address or telephone number of the owner of the property of record;
4. Address and legal description of subject property including the tax reference number and parcel number of the subject property;
5. Name, address and telephone number of the contractor and any subcontractor(s) who shall perform the land disturbing/grading activity and who shall implement the erosion and sediment control plan;

6. A written statement indicating the nature, extent, and purpose of the land disturbing/grading activity, including the size of the area for which the permit shall be applicable and a schedule for the starting and completion dates of the land disturbing/grading activity;
7. A grading diagram with contours of two feet and cross sections showing the extent of grading with cut/fill, import/export, and grading volumes in cubic yards;
8. A drainage study conducted by a licensed and qualified engineer;
9. A sediment and erosion control plan;
10. A drainage plan;
11. An air quality/dust control plan, which shall include a detailed plan to control and limit dust, noise, vibration, smoke, and odor created on the site during actual extraction operations and during idle times. This plan shall reflect the requirement that all access and haul roads on the site shall be maintained in a dust free condition by impervious surfacing or some other treatment approved by the City. Dust mitigation must be pursuant to Rule R-307-205 of the Utah Administrative Code, applicable City ordinances, and any other applicable statute or regulation;
12. Each application for a grading permit shall be accompanied by payment of grading permit and other review fees, as adopted by resolution and found in the City fee schedule;
13. A written statement of agreement from the property owner or project proponent to furnish a reclamation bond for 100% of the cost of the work or an amount determined by the City Engineer.
14. A weed control and abatement plan.
15. For grading associated with a pending land use application, a written statement from the property owner or project proponent acknowledging that grading contours and elevations shown on the grading plan are subject to change pending final approval of the land use application and construction drawings.

#### 4. Approval Procedure:

1. The Zoning Administrator, upon receiving a complete application for a grading permit, shall submit the application to the Joint Utility Committee for review to determine compliance with the Approval Standards of this section. After reviewing the application in conjunction with the Joint Utility Committee, the Zoning Administrator shall provide to the applicant one (1) of the following responses in writing:



a. Approval of the permit application;

b. Approval of the permit application, subject to such reasonable conditions as may be necessary to secure substantially the objectives of this title, and issue the permit subject to these conditions; or

c. Denial of the permit application, indicating the reason(s) for the denial.

2. If the Zoning Administrator has granted conditional approval of the permit, the applicant shall submit a revised plan that conforms to the conditions established by this code. No grading permit will be released until the development plans have been approved.

5. *Permit Duration:* A grading permit shall expire and become null and void if substantial work authorized by such permit has not commenced within sixty (60) calendar days of issuance. A grading permit shall also become null and void if the entire project is not completed within twelve (12) months from the date of issuance. A grading permit may be extended for an additional time period deemed appropriate by the Zoning Administrator not to exceed twelve (12) months, provided that the applicant is in compliance with this section, substantial work has been completed on the site, and the Reclamation Bond is renewed and updated as may be required by the City Engineer.

6. *Inspections:* The applicant must notify the Public Works Director in advance of the commencement of grading to schedule a preconstruction meeting. If deemed unnecessary, the Public Works Director may waive the requirement to hold a preconstruction meeting for grading not associated with a pending or active, approved land use application. No work under any grading permit may be commenced until the Public Works Director has issued a Notice to Proceed letter. The Public Works Director may inspect the work for conformance to the approved plans at any time. Failure to comply with the approved plans shall subject the property owner, contractor, and applicant to Stop Work Orders, civil damages, and any other recourse or penalties available under City, state, or federal law.

7. *Reclamation Bonds:* Once the permit is issued, but before the preconstruction meeting, the project proponent shall furnish a reclamation bond in an amount of not less than 100% of the work that the City may use to mitigate any potential hazards or disruptions caused by the grading work. The reclamation bond shall be either a cash bond or an irrevocable letter of credit in a form approved by the City Attorney.

8. *Approval Standards:* No grading permit shall be issued unless it meets the following standards:

a. Complete application, including satisfying the scope and applicability requirements of subsection (1) and the submission of all plans meeting the standards in subsection (3).

- b. Verification that no increase in stormwater drainage will occur on neighboring properties.
- c. Verification that sediment will be adequately retained and erosion adequately controlled.
- d. Verification that weeds will be adequately controlled.
- e. Verification that dust, noise, vibration, smoke, and odor created on the site during actual extractions operations and during idle times will be controlled and limited to prevent nuisance to neighboring properties, to comply with Utah Administrative Code R-307-205, applicable City ordinances, and any other applicable statute or regulation.
- f. Verification by the City Engineer that the overall extent of the grading shown in the plans matches the amount used to calculate the reclamation bond.
- g. Verification that legal access to the property is available.

## **Sec. 10-7-23. - Grading permit (DRAFT)**

1 . *Scope and Applicability:* Every person shall obtain a grading permit for any land disturbance or grading activity on land of one (1) acre or more. For any property on which a land use application is pending or that is subject to an active approved land use application, a grading permit shall not include the installation of retaining walls, storm drain piping, or other utilities or infrastructure; building lots not requiring the support of retaining walls may be graded.

2. *Exemptions:* The following activities are exempt from the permit requirement:

1. Any emergency activity that is immediately necessary for the protection of life, property, or natural resources.
2. Existing agricultural uses conducted as a permitted or accessory use.

3. *Application For A Grading Permit:* Each application shall include the following:

1. Name of applicant;
2. Business or residence address of applicant;
3. Name, address or telephone number of the owner of the property of record;
4. Address and legal description of subject property including the tax reference number and parcel number of the subject property;
5. Name, address and telephone number of the contractor and any subcontractor(s) who shall perform the land disturbing/grading activity and who shall implement the erosion and sediment control plan;
6. A written statement indicating the nature, extent, and purpose of the land disturbing/grading activity, including the size of the area for which the permit shall be applicable and a schedule for the starting and completion dates of the land disturbing/grading activity;
7. A grading diagram with contours of two feet and cross sections showing the extent of grading with cut/fill, import/export, and grading volumes in cubic yards;

8. A drainage study conducted by a licensed and qualified engineer;
9. A sediment and erosion control plan;
10. A drainage plan;
11. An air quality/dust control plan, which shall include a detailed plan to control and limit dust, noise, vibration, smoke, and odor created on the site during actual extraction operations and during idle times. This plan shall reflect the requirement that all access and haul roads on the site shall be maintained in a dust free condition by impervious surfacing or some other treatment approved by the City. Dust mitigation must be pursuant to Rule R-307-205 of the Utah Administrative Code, applicable City ordinances, and any other applicable statute or regulation;
12. Each application for a grading permit shall be accompanied by payment of grading permit and other review fees, as adopted by resolution and found in the City fee schedule;
13. A written statement of agreement from the property owner or project proponent to furnish a reclamation bond for 100% of the cost of the work or an amount determined by the City Engineer.
14. A weed control and abatement plan.
15. For grading associated with a pending land use application, a written statement from the property owner or project proponent acknowledging that grading contours and elevations shown on the grading plan are subject to change pending final approval of the land use application and construction drawings.

#### *4. Approval Procedure:*

1. The Zoning Administrator, upon receiving a complete application for a grading permit, shall submit the application to the Joint Utility Committee for review to determine compliance with the Approval Standards of this section. After reviewing the application in conjunction with the Joint Utility Committee, the Zoning Administrator shall provide to the applicant one (1) of the following responses in writing:
  - a. Approval of the permit application;
  - b. Approval of the permit application, subject to such reasonable conditions as may be necessary to secure substantially the objectives of this title, and issue the permit subject to these conditions; or



c. Denial of the permit application, indicating the reason(s) for the denial.

2. If the Zoning Administrator has granted conditional approval of the permit, the applicant shall submit a revised plan that conforms to the conditions established by this code. No grading permit will be released until the development plans have been approved.

5. *Permit Duration:* A grading permit shall expire and become null and void if substantial work authorized by such permit has not commenced within sixty (60) calendar days of issuance. A grading permit shall also become null and void if the entire project is not completed within twelve (12) months from the date of issuance. A grading permit may be extended for an additional time period deemed appropriate by the Zoning Administrator not to exceed twelve (12) months, provided that the applicant is in compliance with this section, substantial work has been completed on the site, and the Reclamation Bond is renewed and updated as may be required by the City Engineer.

6. *Inspections:* The applicant must notify the Public Works Director in advance of the commencement of construction to schedule a preconstruction meeting. If deemed unnecessary, the Public Works Director may waive the requirement to hold a preconstruction meeting for grading not associated with a pending or active, approved land use application. No work under any grading permit may be commenced until the Public Works Director has issued a Notice to Proceed letter. The Public Works Director may inspect the work for conformance to the approved plans at any time. Failure to comply with the approved plans shall subject the property owner, contractor, and applicant to Stop Work Orders, civil damages, and any other recourse or penalties available under City, state, or federal law.

7. *Reclamation Bonds:* Once the permit is issued, but before the preconstruction meeting, the project proponent shall furnish a reclamation bond in an amount of not less than 100% of the work that the City may use to mitigate any potential hazards or disruptions caused by the grading work. The reclamation bond shall be either a cash bond or an irrevocable letter of credit in a form approved by the City Attorney.

8. *Approval Standards:* No grading permit shall be issued unless it meets the following standards:

- a. Complete application, including satisfying the scope and applicability requirements of subsection (1) and the submission of all plans meeting the standards in subsection (3).
- b. Verification that no increase in stormwater drainage will occur on neighboring properties.
- c. Verification that sediment will be adequately retained and erosion adequately controlled.
- d. Verification that weeds will be adequately controlled.

- e. Verification that dust, noise, vibration, smoke, and odor created on the site during actual extraction~~s~~ operations and during idle times will be controlled and limited to prevent nuisance to neighboring properties, to comply with Utah Administrative Code R-307-205, applicable City ordinances, and any other applicable statute or regulation.
- f. Verification by the City Engineer that the overall extent of the grading shown in the plans matches the amount used to calculate the reclamation bond.

g. Verification that legal access to the property is available.

g-h. For properties with pending land use applications, verification that adequate public facilities are available as defined in Title 10 Chapter 37 section 4 and Title 9 Chapter 6 Section 3.

## application files

Application #: PREPGRADE034 / Lot 31 / Sunrise Valley Industrial / Lot 31, Sunrise Valley Industrial

**\*\*All check boxes must be checked before you can submit, even if the item does not apply\*\***  
**\*all items with an (\*) need to be attached/completed.\***

|                                     |                                                                  |                                                                                      |  |
|-------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------|--|
| <input checked="" type="checkbox"/> | * Owner consent for application                                  | Replace Owner_Consent_of_Application.pdf                                             |  |
| <input checked="" type="checkbox"/> | Payment to City:                                                 | + upload Payment to City                                                             |  |
| <input checked="" type="checkbox"/> | * Grading Permit Application                                     | Replace Grading_Permit_Application.pdf                                               |  |
| <input checked="" type="checkbox"/> | Additional Document:                                             | + upload Additional Document                                                         |  |
| <input checked="" type="checkbox"/> | * Soils Report                                                   | Replace Plumb_Industrial_Park-Geotechnical_Investigation_and_Hillside_Evaluation.pdf |  |
| <input checked="" type="checkbox"/> | * Engineer Estimate (Grading Only)                               | Replace Cost_Estimate.pdf                                                            |  |
| <input checked="" type="checkbox"/> | * Grading Plan Checklist                                         | Replace 10_Drawing_Checklist_Grading_permits.pdf                                     |  |
| <input checked="" type="checkbox"/> | * Grading Drawings- pdf                                          | Replace 231180_-_GPs_10-16-23.pdf                                                    |  |
| <input checked="" type="checkbox"/> | * Drainage Report Checklist                                      | Replace 1_Drainage_Report_check_list.pdf                                             |  |
| <input checked="" type="checkbox"/> | * Drainage Report                                                | Replace 231180_-_Drainage_Study.pdf                                                  |  |
| <input checked="" type="checkbox"/> | * Grading Report Checklist                                       | Replace 2_Grading_Report_check_list.pdf                                              |  |
| <input checked="" type="checkbox"/> | * Grading Report                                                 | Replace 231180_-_Grading_Report_10-16-23.pdf                                         |  |
| <input checked="" type="checkbox"/> | * Stormwater Management Plan                                     | Replace 231180_-_Storm_Water_Management_Plan.pdf                                     |  |
| <input checked="" type="checkbox"/> | * Stormwater Management Agreement- original copy to Public Works | Replace Stormwater_Manageme                                                          |  |
| <input checked="" type="checkbox"/> | * LID Report (Stormwater Coalition)                              | Replace stormwaterqualityrpttemplate.pdf                                             |  |
| <input checked="" type="checkbox"/> | Traffic Control Plan:                                            | + upload Traffic Control Plan                                                        |  |



Small Dam Report: + upload Small Dam Report



Hillside Approval: + upload Hillside Approval



Grading Permit Fee Paid: + upload Grading Permit Fee Paid



Restoration Bond: + upload Restoration Bond



Under Ground Utility Installation: + upload Under Ground Utility Installation



Additional Document: + upload Additional Document



Upload a copy of the approved permit with the building permit application as needed:

*\*\*All check boxes must be checked before you can submit, even if the item does not apply\*\**

*\*all items with an (\*) need to be attached/completed.\**

save for later

submit application

edit application





## OWNER CONSENT OF APPLICATION

(This form is intended to be attached to a digital application, to replace a signed application)

I, \_\_\_\_\_, OWNER, HEREBY AUTHORIZE  
(Property Owner or Utility Owner)

APPLICATION SUBMITTAL FOR \_\_\_\_\_  
(Application Type, ex: Grading Permit, Encroachment Permit, etc.)

LOCATED AT \_\_\_\_\_  
(Address or Subdivision Name and Phase(s) and /or lot number)

APPLICANT:

Print: \_\_\_\_\_ Sign: \_\_\_\_\_ Date: \_\_\_\_\_

OWNER:

Print: \_\_\_\_\_ Sign: \_\_\_\_\_ Date: \_\_\_\_\_

Physical signature or electronic signature that meets the definition of a valid electronic signature is required.

## WASHINGTON CITY GRADING PERMIT APPLICATION

### APPLICANT INFORMATION

|              |       |                |          |
|--------------|-------|----------------|----------|
| Applicant    |       | E-mail address |          |
| Organization | Phone |                |          |
| Address      | City  | State          | Zip-code |

### PROJECT INFORMATION

**DISTURBANCE GREATER THAN ONE ACRE OR LRSS MUST INCLUDE THE FOLLOWING TO PROCESS THIS PERMIT:**

Check the boxes appropriately for the project.

- ☐ Required Construction Drawings  
☐ Required Grading Drawings (Pre-Interim-Post Plan)  
☐ Grading Report & Checklist (See grading manual appendix for examples)  
☐ Drainage Report & Checklist (Not required for off site utility installation)  
☐ Soil Report  
☐ Restoration Bond (10% of the Engineer's Estimate)  
☐ Signed Stormwater Management Agreement & Exhibit C ☐ Stormwater Management Plan & Maintenance Exhibit  
☐ Grading Permit Application ☐ LID Report ☐ Under Ground Utility Installation ☐ Traffic Control Plan

|                          |                  |
|--------------------------|------------------|
| Project Name             | Project Location |
| Grading Manager          | Phone            |
| Contractor               | Phone            |
| Project Engineering Firm |                  |
| Project Engineer         | Phone            |
| Project Description      |                  |

**Applicant agrees to comply with all requirements of the Washington City Grading manual.**

Applicant's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### WASHINGTON CITY USE ONLY

Permit # \_\_\_\_\_ Permit Fee Amount \$ \_\_\_\_\_ 10% Restoration Bond Amount \$ \_\_\_\_\_

☐ Permit Fee Paid (Date) \_\_\_\_\_ ☐ Renewal Fee Paid (Date) \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## Drainage Report Check List



Owner: \_\_\_\_\_

Project: \_\_\_\_\_

Date: \_\_\_\_\_

Engineer: \_\_\_\_\_

Review # \_\_\_\_\_

### I. GENERAL LOCATION AND DESCRIPTION

#### A. Location

- ☐ Township, range, section, 1/4 section
- ☐ Local streets within and adjacent to the subdivision with ROW width shown
- ☐ Major drainageways, facilities, and easements within and adjacent to the site
- ☐ Names of surrounding developments

#### B. Description of Property

- ☐ Area in acres
- ☐ Ground cover (type of trees, shrubs, vegetation, general soil conditions, topography, and slope)
- ☐ Major drainageways
- ☐ General project description
- ☐ Irrigation facilities
- ☐ Proposed land use

### II. DRAINAGE BASINS AND SUB-BASINS

#### A. Major Basin Description

- ☐ Reference to major drainageway planning studies such as flood hazard delineation report, Storm Water Capital Facilities Master Plan, and flood insurance rate maps
- ☐ Major basin drainage characteristics, existing and planned land uses
- ☐ Identification of all irrigation facilities within the basin which will influence or be influenced by the local drainage

#### B. Sub-Basin Description

- ☐ Discussion of historic drainage patterns of the property in question
- ☐ Discussion of offsite drainage flow patterns and impact on development under existing and fully developed basin conditions as defined by the Washington City General Plan

### III. DRAINAGE DESIGN CRITERIA

#### A. Regulations

- ☐ Discussion of the optional provisions selected or the deviation from the HYDROLOGY MANUAL, if any, and its justification.

Reviewed By: \_\_\_\_\_

## Drainage Report Check List



### B. Development Criteria Reference and Constraints

- ☐ Discussion of previous drainage studies (i.e., project master plans) for the site in question that influence or are influenced by the drainage design and how the plan will affect drainage design for the site
- ☐ Discussion of the effects of adjacent drainage studies
- ☐ Discussion of the drainage impact of site constraints such as streets, utilities, transitways, existing structures, and development or site plan

### C. Hydrological Criteria

- ☐ Identify design rainfall
- ☐ Identify runoff calculation method
- ☐ Identify detention discharge and storage calculation method
- ☐ Identify design storm recurrence intervals
- ☐ Discussion and justification of other criteria or calculation methods used that are not presented in or referenced by the HYDROLOGY MANUAL

### D. Hydraulic Criteria

- ☐ Identify various capacity references
- ☐ Discussion of other drainage facility design criteria used that are not presented in the HYDROLOGY MANUAL

## IV. DRAINAGE FACILITY DESIGN

### A. General Concept

- ☐ Discussion of concept and typical drainage patterns
- ☐ Discussion of compliance with offsite runoff considerations
- ☐ Discussion of the content of tables, charts, figures, plates, or drawings presented in the report
- ☐ Discussion of anticipated and proposed drainage patterns

### B. Specific Details

- ☐ Discussions of drainage problems encountered and solutions at specific design points
- ☐ Discussion of detention storage and outlet design
- ☐ Discussion of maintenance access and aspects of the design
- ☐ Discussion of easements and tracts for drainage purposes, including the conditions and limitations for use

## V. CONCLUSIONS

### A. Compliance with Standards

- ☐ "HYDROLOGY MANUAL"
- ☐ "Storm Water Capital Facilities Master Plan"

Reviewed By: \_\_\_\_\_



## Drainage Report Check List



- ☐ "GRADING MANUAL"

### B. Drainage Concept

- ☐ Effectiveness of drainage design to control damage from storm runoff
- ☐ Influence of proposed development on the Storm Water Capital Facilities Master Plan recommendation(s)

## VI. REFERENCES

- ☐ Reference all criteria and technical information used

## VII. APPENDICES

### A. Hydrologic Computations\*

- ☐ Land use assumptions regarding adjacent properties
- ☐ Initial and major storm runoff at specific design points
- ☐ Historic and fully developed runoff computations at specific design points
- ☐ Hydrographs at critical design points
- ☐ Time of concentration and runoff coefficients for each basin

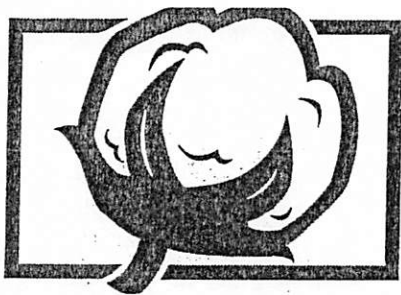
### B. Hydraulic Computations \*

- ☐ Culvert capacities
- ☐ Storm sewer capacity, including energy grade line (EGL) and hydraulic grade line (HGL) elevations
- ☐ Street capacity as compared to allowable ref. 3.4.4 of HYDROLOGY MANUAL
- ☐ Storm inlet capacity including inlet control rating at connection to storm sewer
- ☐ Open channel design
- ☐ Check and/or channel drop design
- ☐ Detention area/volume capacity and outlet capacity calculations; depths of detention basins
- ☐ Downstream/outfall system capacity to the Storm Water Capital Facilities Master Plan

\* Include any input and output listings and diskettes for computer models used.

- ☐ Contains Stamped Statement

"This report for the drainage design of (Name of Development) was prepared by me (or under my direct supervision) in accordance with the provisions of City of Washington Storm Drainage Design and Technical Criteria, and was designed to comply with the provisions thereof. I understand that the City of Washington does not and will not assume liability for drainage facilities design."



**PUBLIC WORKS DEPARTMENT**  
**DRAWINGS CHECKLIST FOR**  
**STANDARD GRADING PERMITS**  
PAGE 1 OF 4

**Owner:**  
**Contactor:**  
**Project:**

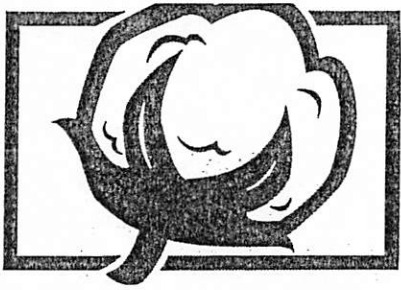
**Reviewer:**  
**Date:**  
**Review No:**

**Cover Sheet**

- |                              |                             |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------|-----------------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 1.  | Project Name                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 2.  | Project Address                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 3.  | Owner Address                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 4.  | Design firm's name and address                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 5.  | Plan Sheet Index                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 6.  | Designers Signature Block                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 7.  | The following note:<br><i>The Grading Plan included herein has been placed in the Washington City file for this project and appears to fulfill applicable Washington City Grading Criteria. Additional grading, erosion and sediment control measures may be required of the permittee(s) due to unforeseen erosion problems or if the submitted plan does not function as intended. The Requirements of this plan shall run with the land and be the obligation of the permittee(s), until such time as the plan is properly completed, modified or voided.</i> |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 8.  | Grading Plan Designer's signature block with name, date, and Professional Engineer registration number. Signature block shall include the following note:<br><i>The Grading Plan included herein has been prepared under my direct supervision in accordance with the requirements of the Grading Manual of Washington City.</i>                                                                                                                                                                                                                                 |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 9.  | City acceptance block                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 10. | General location map at a scale of 1:1000-8000 feet indicating <ul style="list-style-type: none"><li>• General vicinity of the site location</li><li>• Major road names</li><li>• North arrow and scale</li></ul>                                                                                                                                                                                                                                                                                                                                                |

**Grading Drawing Index Sheet**

For projects that require multiple plan-view sheets to adequately show the project area (based on the specified scale ranges), a single plan-view sheet shall be provided at a scale appropriate to show the entire site on one sheet. Areas of coverage of the multiple blow-up sheets are to be indicated as rectangles on the index sheet.



**PUBLIC WORKS DEPARTMENT  
DRAWINGS CHECKLIST FOR  
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PAGE 2 OF 4**

**INITIAL GRADING PLAN**

This plan sheet shall provide grading, erosion and sediment controls for the initial clearing, grubbing and grading of a project. At a minimum, it shall contain:

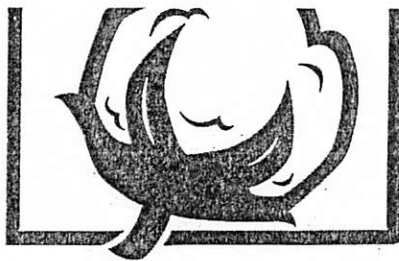
- |                              |                             |     |                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------|-----------------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 1.  | Property lines                                                                                                                                                                                                                                                                                                                                                               |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 2.  | Existing and proposed easements                                                                                                                                                                                                                                                                                                                                              |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 3.  | Existing topography at one- or two-foot contour intervals, extending a minimum of 100 feet beyond the property line                                                                                                                                                                                                                                                          |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 4.  | Location of any existing structures or hydrologic features within the mapping limits                                                                                                                                                                                                                                                                                         |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 5.  | USGS Benchmark used for project                                                                                                                                                                                                                                                                                                                                              |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 6.  | Limits of construction encompassing all areas of work, access points, storage and staging areas, borrow areas, stockpiles, and utility tie-in locations in on-site and off-site locations. Stream corridors and other resource areas to be preserved and all other areas outside the limits of construction shall be lightly shaded to clearly show area not to be disturbed |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 7.  | Location of stockpiles, including topsoil, imported aggregates, and excess material                                                                                                                                                                                                                                                                                          |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 8.  | Location of storage and staging areas for equipment, fuel, lubricant, chemical (and other materials) and waste storage                                                                                                                                                                                                                                                       |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 9.  | Location of borrow or disposal areas                                                                                                                                                                                                                                                                                                                                         |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 10. | Location of temporary roads                                                                                                                                                                                                                                                                                                                                                  |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 11. | Location, map symbol, and letter callouts of all initial erosion and sediment control BMPs                                                                                                                                                                                                                                                                                   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 12. | Information to be specified for each BMP, such as type and dimensions, as called for in the Standard Notes and Details                                                                                                                                                                                                                                                       |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 13. | The following note:<br><i>See Washington City Standard Notes and Details for Legend of BMP Names and Symbols</i>                                                                                                                                                                                                                                                             |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 14. | Washington City approval block                                                                                                                                                                                                                                                                                                                                               |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 15. | Other information as may be reasonably required by Washington City                                                                                                                                                                                                                                                                                                           |

**INTERIM GESC PLAN**

This plan sheet shows BMPs to control grading, erosion and sediment during the initial overlot grading, site construction and site revegetation process. At a minimum, it shall contain the following information:

The Interim Grading Plan shall show all the information included on the Initial Grading Plan, as noted below:

- |                              |                             |    |                                                                                                                                                                                                                               |
|------------------------------|-----------------------------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 1. | Existing topography at one- or two-foot contour intervals extending a minimum of 100 feet beyond the property line, as shown on Initial Grading Plan. These contours shall be screened.                                       |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 2. | Location of all existing erosion and sediment control measures on site, as shown on the Initial Grading Plan Sheet. These control measures shall be screened. Dimension information for initial stage BMPs shall not be shown |



PUBLIC WORKS DEPARTMENT  
DRAWINGS CHECKLIST FOR  
STANDARD GRADING PERMITS  
PAGE 3 OF 4

- |                              |                             |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------|-----------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 3.  | Items 1, 2, and 4 through 10 from the Initial Grading Plan (see Section 3.17.3)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 4.  | In addition, the Interim Grading Plan shall include the following:<br>Proposed topography at one- or two-foot contour intervals, showing elevations, dimensions, locations, and slope of all proposed grading                                                                                                                                                                                                                                                                                                                                                     |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 5.  | Outlines of cut and fill areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 6.  | Location of all interim erosion and sediment controls, designed in conjunction with the proposed site topography, but also considering the controls designed for the existing topography.                                                                                                                                                                                                                                                                                                                                                                         |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 7.  | Locations of all buildings, drainage features and facilities, paved areas, retaining walls, cribbing, water quality facilities, or other permanent features to be constructed in connection with, or as a part of, the proposed work, per approved plat, or other improvement plan                                                                                                                                                                                                                                                                                |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 8.  | The following notes: <ul style="list-style-type: none"><li>• See Washington City Standard Notes and Details for Legend of BMP Names and Symbols.</li><li>• Shaded BMPs were installed in initial stage and shall be left in place in interim stage.</li><li>• All interim BMPs, including seeding and mulching of disturbed areas, must be completed prior to any curb and gutter.</li><li>• See construction plans for details of permanent drainage facilities such as detention facilities, culverts, storm drains, and inlet and outlet protection.</li></ul> |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 9.  | Summary of cut and fill volumes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 10. | Washington City acceptance block                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 11. | Other information or data as may be reasonably required by Washington City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

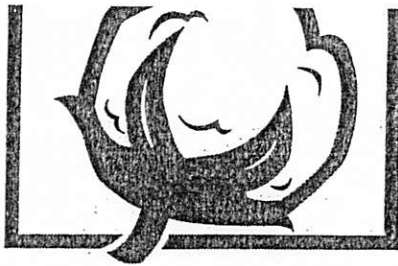
**Final Grading Plan.**

This plan sheet shows controls for final completion of the site. At a minimum, this plan sheet shall contain the indicated information.

The Final Grading Plan shall include all information shown on the Initial and Interim Plans, as noted below:

- |                              |                             |    |                                                                                                                                                                                                                                                                                                     |
|------------------------------|-----------------------------|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 1. | Existing topography in areas of proposed contours need not be shown                                                                                                                                                                                                                                 |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 2. | Existing Initial and Interim BMPs shall be shown, (screened). Dimension information shall not be shown.<br>In addition, the following information shall be shown:                                                                                                                                   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 3. | Directional flow arrows on all drainage features                                                                                                                                                                                                                                                    |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 4. | Any Initial or Interim BMPs that are to be removed and any resulting disturbed area to be stabilized                                                                                                                                                                                                |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 5. | Location of all Final erosion and sediment control BMPs (including seeding and mulching of any areas not stabilized in the Interim Plan), permanent landscaping, and measures necessary to minimize the movement of sediment off site until permanent post-construction controls can be established |





PUBLIC WORKS DEPARTMENT  
DRAWINGS CHECKLIST FOR  
STANDARD GRADING PERMITS  
PAGE 4 OF 4

- |                              |                             |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------|-----------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 6.  | Show area of buildings, pavement, sod, and permanent landscaping (define types) per accepted plat, or other improvement plan                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 7.  | Show seeding and mulching (SM) or other post-construction control everywhere except buildings and pavement areas.                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 8.  | Show other BMPs considered by the designer to be appropriate                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 9.  | Show the following BMPs to be removed prior to end of construction:<br><input type="checkbox"/> Indicate dewatering (DW) to be removed.<br><input type="checkbox"/> Indicate temporary stream crossings (TSC) to be removed.<br><input type="checkbox"/> Indicate stabilized staging area (SSA) to be removed.<br><input type="checkbox"/> Indicate street inlet protection (IP) to be removed.<br><input type="checkbox"/> Indicate vehicle tracking control (VTC) to be removed.<br><input type="checkbox"/> Indicate construction fence (CF) to be removed. |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 10. | The following notes: <ul style="list-style-type: none"><li>• See Washington City Standard Notes and Details for Legend of BMP Names and Symbols.</li><li>• Shaded BMPs were installed in initial or interim grading stage and unless otherwise indicated, shall be left in place until post-construction controls are approved by Washington City..</li><li>• See construction plans for details of permanent drainage facilities such as detention facilities, culverts, storm drains, and inlet and outlet protection.</li></ul>                             |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 10. | Washington City acceptance block                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | 11. | Other information or data as may be reasonably required by Washington City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

RECORDED, MAIL TO:  
Washington City  
1305 E Washington Dam Rd.  
Washington, UT 84780

Storm Water Management BMP  
Maintenance Agreement  
Washington City, Utah

Tax ID: \_\_\_\_\_

WHEREAS, the Property Owner \_\_\_\_\_ recognizes that the post construction storm water facilities (hereinafter referred to as "Facilities") must be maintained for the development called, \_\_\_\_\_, located in Washington City, Washington County, Utah; and

WHEREAS, the Property Owner is the owner of real property more particularly described on Exhibit A attached hereto (hereinafter referred to as "the Property") and on which the Facilities are located, and

WHEREAS, The City of Washington (hereinafter referred to as "the City") and the Property Owner, or its administrators, executors, successors, heirs, or assigns, including any homeowners association, agree that the health, safety and welfare of the citizens of the City require that the Facilities be constructed and maintained on the property, and

WHEREAS, it is required that the Facilities as shown on the approved development plans and specifications be constructed and maintained by the Property Owner, its administrators, executors, successors, heirs, or assigns, including any homeowners association.

NOW, THEREFORE, in consideration of the foregoing, the mutual covenants contained herein, and the following terms and conditions, the parties hereto agree as follows:

**SECTION 1**

The Facilities shall be constructed by the Property Owner in accordance with the approved plans and specifications for the development.

**SECTION 2**

The Property Owner, its administrators, executors, successors, heirs or assigns, including any homeowners association, shall maintain the Facilities in good working condition acceptable to the City and in accordance with the Schedule of Long Term Maintenance Activities agreed hereto and attached as Exhibit B.

### **SECTION 3**

The Property Owner, its administrators, executors, successors, heirs or assigns, including any homeowners association, hereby grants permission to the City, its authorized agents and employees, to enter upon the property and to inspect the Facilities whenever the City deems necessary. Whenever possible, the City shall provide notice prior to entry. All easements as shown on the Final Plat shall be maintained to allow access to the Facilities.

### **SECTION 4**

In the event the Property Owner, its administrators, executors, successors, heirs or assigns, including any homeowners association, fails to maintain the Facilities as shown on the approved plans and specifications in good working order acceptable to the City, the City, with due notice, may enter the property and take whatever steps it deems necessary to return the Facilities to good working order. This provision shall not be construed to allow the City to erect any structure of a permanent nature on the property. It is expressly understood and agreed that the City is under no obligation to maintain or repair the Facilities and in no event shall this Agreement be construed to impose any such obligation on the City.

### **SECTION 5**

In the event the City, pursuant to the Agreement, performs work of any nature, or expends any funds in the performance of said work for labor, use of equipment, supplies, materials, and the like, the Property Owner shall reimburse the City within thirty (30) days of receipt thereof for all the costs incurred by the City hereunder. If not paid within the prescribed time period, the City shall secure a lien against the real property in the amount of such costs. The actions described in this section are in addition to and not in lieu of any and all legal remedies available to the City as a result of the Property Owner's failure to maintain the Facilities.

### **SECTION 6**

It is the intent of this agreement to insure the proper maintenance of the Facilities by the Property Owner; provided, however, that this Agreement shall not be deemed to create or effect any additional liability of any party for damage alleged to result from or caused by storm water runoff.

### **SECTION 7**

Sediment accumulation resulting from the normal operation of the Facilities will be properly removed. The Property Owner will make accommodation for the removal and disposal of all accumulated sediments. Accumulated sediments will be disposed of properly offsite.

### **SECTION 8**

The Property Owner shall use the standard SMP Operation and Maintenance Checklist, available from the City and by this reference made a part hereof for the purpose of a minimal annual inspection of the Facilities by a qualified inspector. This annual inspection shall be submitted to the City on or before July 1<sup>st</sup> each year, after inspection is completed by a qualified inspector.

#### **SECTION 9**

The Property Owner, its administrators, executors, successors, heirs and assigns, including any homeowners association, hereby indemnifies and holds harmless the City and its authorized agents and employees for any and all damages, accidents, casualties, occurrences or claims which might arise or be asserted against the City from the construction, presence, existence or maintenance of the Facilities by the Property Owner or the City when the City acts in accordance with Section 4 of this agreement. In the event a claim is asserted against the City, its authorized agents or employees, the City shall promptly notify the Property Owner and the Property Owner shall defend at its own expense any suit based on such claim. If any judgment or claims against the City, its authorized agents or employees shall be allowed, the Property Owner shall pay for all costs and expenses in connection herewith.

#### **SECTION 10**

This Agreement shall be recorded among the deed records of the Recorder of Washington County and shall constitute a covenant running with the land and shall be binding on the Property Owner, its administrators, executors, heirs, assigns, including any homeowners association, and any other successors in interest.

#### **SECTION 11**

This Agreement may be enforced by proceedings at law or in equity by or against the parties hereto and their respective successors in interest.

#### **SECTION 12**

Invalidation of any one of the provisions of this Agreement shall in no way effect any other provisions and all other provisions shall remain in full force and effect.



**MAINTENANCE AGREEMENT  
PROPERTY OWNER**

BY: \_\_\_\_\_

Title: \_\_\_\_\_

Attachments: Exhibit A Legal Description(s) of Property  
Exhibit B Schedule of Long Term Maintenance Activities

STATE OF \_\_\_\_\_)

:ss.

COUNTY OF \_\_\_\_\_)

On the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, personally appeared before me \_\_\_\_\_ and \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

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

Residing at: \_\_\_\_\_

My Commission Expires:

\_\_\_\_\_

Exhibit A

Storm Water Management BMP Maintenance Agreement  
Legal Description(s)

(Parcel \_\_\_\_-\_\_\_\_-\_\_\_\_)

LEGAL DESCRIPTION –

Exhibit B

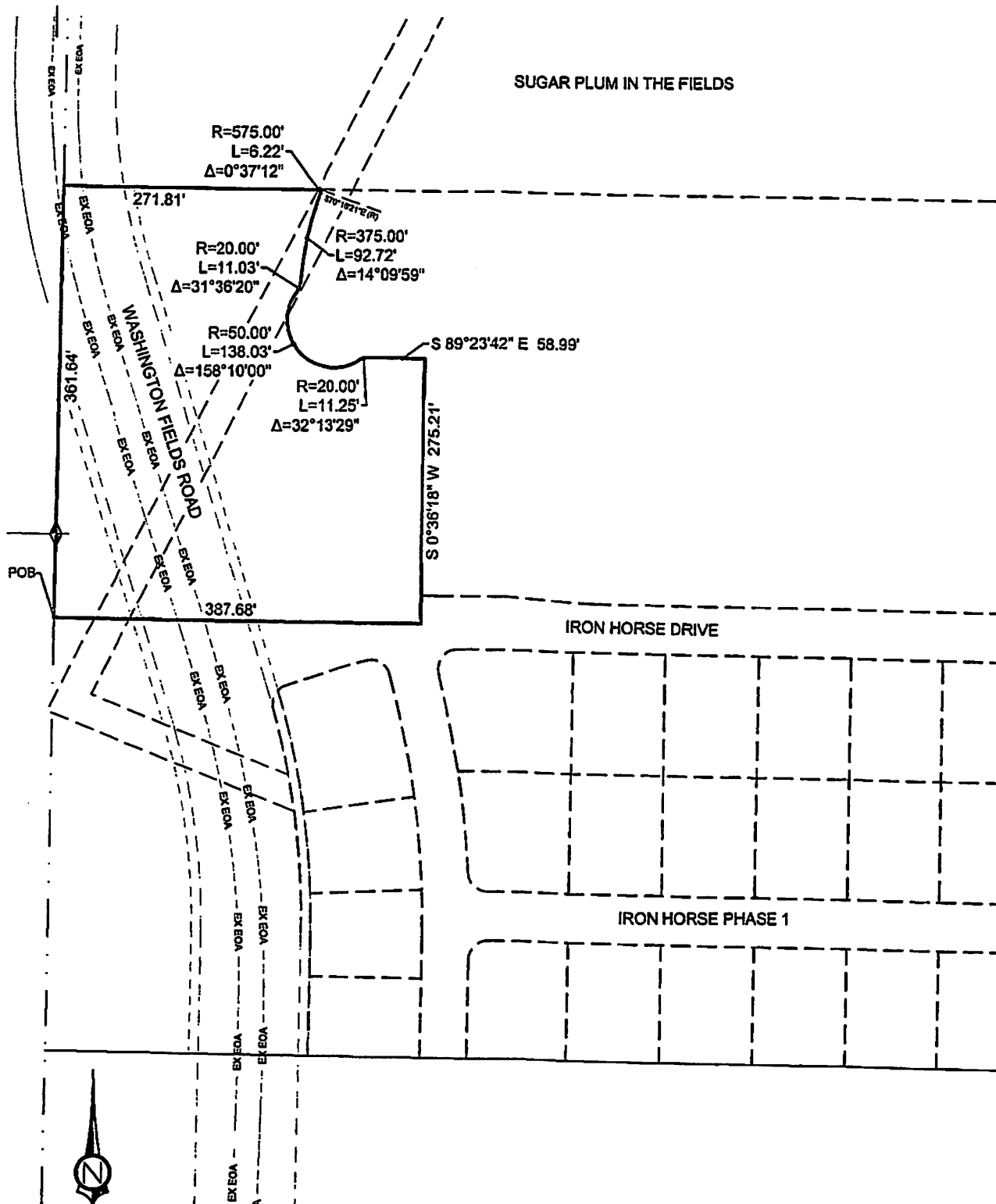
Storm water Management BMP  
Schedule of Long Term Maintenance Activities  
Washington City, Utah

| Activity                                         | Frequency                                                | Notes                                                                                                                                                                                                |
|--------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Inspection                                       | Annually                                                 | It is recommended that the SMP Operation and Maintenance Checklist, referenced by this agreement, be used as a guiding document. This annual inspection should be submitted to City upon completion. |
| Mowing and maintenance of vegetation             | Variable, depending on vegetation and desired aesthetics | Landscaping and vegetation should be cared for throughout the year to ensure that proper sediment removal and infiltration is maintained and the Facilities remain aesthetically appealing.          |
| Remove trash and debris                          | As needed or following each storm                        | Trash and debris should be removed regularly to ensure that the Facilities function properly and operate effectively. Trash often collects at inlet and outlet structures.                           |
| Inspect and maintain inlet and outlet structures | Annually                                                 | The inlet and outlet structures should be inspected for damage and proper operation.                                                                                                                 |
| Sediment removal                                 | Variable (2-5 years is typical)                          | The removal of sediment is necessary if the Facilities begin to lose capacity or effectiveness.                                                                                                      |

## **Exhibit C**



NORTHWEST CORNER OF SECTION  
1, TOWNSHIP 43 SOUTH, RANGE 15  
WEST, SALT LAKE BASE AND  
MERIDIAN, FOUND RING AND LID  
WITH BRASS MONUMENT



FF16127.00

EXHIBIT C

IRON HORSE COMMERCIAL LOT

Example Exhibit C



# GRADING PERMIT

**Permit#: GRADE-23-11**

**ISSUE DATE: 10/18/23**

|                                                                       |                                         |
|-----------------------------------------------------------------------|-----------------------------------------|
| <b>Project or Subdivision Name:</b> Faus Glass                        | <b>Application Type:</b> Grading Permit |
| <b>Approximate Address of Project:</b> Sunrise Valley Industrial Park | <b>Tax/Parcel ID:</b>                   |

|                                                     |                                                 |
|-----------------------------------------------------|-------------------------------------------------|
| <b>Owner of Property:</b> Alex Fawcett / Faus Glass | <b>Owner's Phone:</b>                           |
| <b>Owner's Address:</b>                             | <b>Owner Email:</b>                             |
| <b>Applicant:</b> Faus Glass / Faus Glass           | <b>Applicant's Phone:</b> (435) 673-8586        |
| <b>Applicant's Address:</b>                         | <b>Applicants's Email:</b> patrickd@racivil.com |
| <b>Project Manager:</b> Faus Glass / Faus Glass     |                                                 |
| <b>Project Contact:</b> /                           | <b>Contact Phone:</b>                           |
| <b>Grading Contractor:</b>                          | <b>Grading Cont. Phone:</b>                     |
| <b>Grading Cont.'s Address:</b>                     | <b>Grading Cont. Email:</b>                     |
| <b>Engineer:</b> /                                  | <b>Engineer's Phone:</b>                        |

| CONDITIONS OF APPROVAL: | PERMIT FEES                      |
|-------------------------|----------------------------------|
|                         | Grading Permit Fee \$ 850.71     |
|                         | Restoration Bond \$ 1,729.25     |
|                         | <b>Sub Total: \$ 2,579.96</b>    |
|                         | <b>Permit Total: \$ 2,579.96</b> |
|                         | <b>Amount Paid: \$ 2,579.96</b>  |
|                         | <b>Remaining Due: \$ 0.00</b>    |

We agree to comply with all conditions and regulations contained in the Washington City Standard Specification for Design and Construction, any conditions of approval made during plan review and conditions of approval required by City. Grading permits expire within 60 days of issuance unless substantial work has commenced AND 12 months after issuance if the entire project has not been completed. Extension requests must be submitted in writing and will be reviewed on a case by case basis.

**APPLICANT SIGNATURE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

Approval Signature: John Hehnke \_\_\_\_\_

Date: 10/18/23 \_\_\_\_\_

Example



## SECTION 4: GRADING PLAN ACCEPTANCE AND GRADING PERMIT APPLICATION

Section 4 describes the Grading Permit application process from the review and approval of the Grading Plan documents to filling out the Permit Application, paying the permit fee, and posting Fiscal Security.

### 4.1 Grading Permit Process Steps 5 to 7

***Permit Step 5: Submit the Grading Plan and related plans and permits to the City for review.***

**Grading Plan Submittal:** After the Grading Plan has been prepared according to the requirements of Section 3, the drawings and report, along with the related plans and permits discussed in Section 2, shall be submitted to the Public Works Department. The Grading Plan shall not be accompanied by the Grading Permit Application Form, Fee, or Fiscal Security at this time; these documents shall be submitted only after the Grading Plan is reviewed and accepted.

**Completeness Evaluation:** After the Grading Plan is submitted to the Public Works Department, the City shall, within approximately three working days, evaluate the Grading plan for completeness based on the submittal requirements described in Section 3. Any submittal that does not reflect a basic level of completeness shall be returned to the Design Engineer. This process shall be repeated until a complete Grading plan set is submitted to the Public Works Department. The review period of a Grading Plan will not start until a complete Grading plan is submitted.

**City Review:** The Grading Plan will be reviewed for effectiveness of the overall plan. The appropriateness, timing, and placement of the proposed erosion and sediment control will be reviewed. After review, written comments will be provided to the applicant.

**Review Schedule:** Approximate review periods are indicated on the Grading Permit Process flowchart shown in Section 1. Typically, written review comments will be provided by the Public Works Department within 5 business days of Grading Plans to be evaluated as complete. Written comments on re-submittals are also provided within 5 business days of receiving the revised plans and the summary of how previous comments were addressed. The length of time to achieve final City acceptance is directly related to the level of accuracy, concurrence with Washington City design and construction criteria and standards, and the thoroughness of addressing written review comments.



**Plan Revisions Based on City Comments:** Grading Plan review comments are to be addressed by the applicant and the revised Grading Plan resubmitted to the City for a follow-up review. The applicant shall submit a letter or memorandum with the revised Grading Plan summarizing how each review comment was addressed. If review comments are not addressed, the Grading Plan will not be accepted, and written comments will again be provided to the applicant. This cycle will be repeated as many times as necessary for the applicant to fully address the City's review comments to the satisfaction of City Staff.

***Permit Step 6: Preliminary Acceptance of Grading Plan, Permit Applications, Fees, and Fiscal Security***

**Preliminary Acceptance of the Grading Plan:** When all Grading Plan review comments have been addressed, the Applicants will be notified by the City that the Grading Plan is preliminarily accepted (final acceptance occurs when additional copies of the Grading Drawings are submitted to the City and signed by the city Public Works Department). The City will specify the number of copies of the Grading Drawings that shall be submitted for the City Engineer's signature (typically three sets are requested). It should be noted that the City is currently working on an electronic submittal procedure that will be implemented in the future, which will replace the requirement for additional copies.

Each set of Grading Drawings shall be signed and stamped by a Professional Engineer registered in the State of Utah, bound and stapled, then rolled. The Grading Drawings shall be submitted to the City along with the Grading Permit Application, Permit Fee, and Fiscal Security, described in Section 4.7 through 4.10.

**Applying for a Grading Permit:** Once the Public Works has notified the Applicants that the Grading Plan is accepted, the Applicants may apply for a Grading Permit. The information required on the Permit Application shall be filled out and the form shall be signed by personnel who are legally authorized to sign on behalf of the company, corporation, entity, or organization. A copy of the grading permit application is provided in **Appendix D**.

**Permit Fees:** Permit fees are to be paid to the Public Works Department secretary. Fees may be paid by check or in cash. Fees for a Grading Permit are collected in accordance with Appendix J of the International Building Code. These fees shall be paid with the submittal of the Permit Application and other documents shown in Section 4.6.

**Fiscal Security:** Posting Fiscal Security is required of all projects requiring a Grading Permit. The condition under which the Grading Fiscal Security is held is separate from any other security relating to the project, or any other permits relating to the site and may be held and released separately. The amount of fiscal security for a Grading Permit is based on the probable cost of installing the grading erosion and sediment controls required on a site. An engineer's estimate must be completed by the Design Engineer as part of the Grading Report as described in Section 3.15.



The Fiscal Security is accepted in the form of a cashier's check or irrevocable letter of credit or bond. A copy of the Washington City Fiscal Security Form is located in **Appendix E**. Financial institutions have varying guidelines for cashier's checks; the Applicant is advised to contact their financial institutions to learn their regulations regarding cashier's checks. Non-certified funds will need to clear the financial institution prior to issuance of a Grading Permit. Cash deposits will be held in a non-interest bearing account.

The conditions of each form of security shall allow for the security to be held by Washington City for a minimum of two years. The two-year period should allow for completion of all grading and site improvements requirements, including two seasons to allow time for post-construction controls to be proved. Information regarding the release of Fiscal Security is provided in Section 6.8. If the construction of the project and/or post-construction process takes longer than two years, the Permittee shall extend the posted letter of credit a minimum of sixty days prior to the expiration date. Failure to extend the Fiscal Security, for a minimum of one additional year, prior to the fourteen day deadline shall result in the City drawing upon the fiscal security.

***Permit Step 7: Obtain Signed Grading Drawings and Field Manual***

**Grading Plan Acceptance:** The Grading Plan will be considered accepted when the submitted copies of the Grading Drawings are signed by the Public Works Department. The City will notify applicants when the Grading Drawings will be ready. Typically, approximately seven days after the Grading Drawings are submitted. Washington City will typically retain two of the three sets of the signed Grading Drawings. However, the number of drawings retained by the City is project-specific. It should be noted that the City is also working on an electronic submittal procedure which will be implemented in the future. Grading Drawing sets will always be retained for the project file and the Grading Inspector. Additional copies may be required by other City departments. Grading Plans are considered valid for two years following the signature date. After this time Grading Plans will need to be re-submitted to the City for re-review and re-acceptance.

**Field Manual:** A copy of the Grading Field Manual shall be obtained from the City at the same time the signed Drawings are received. The grading Field Manual provides information pertaining to the construction phase of the Grading Permit process and is discussed further in Section 5.



## 4.2 Expiration of Grading Permit

A Grading Permit is valid for one year from the date the permit is granted (the date the Grading Permit Application form is signed by the Public Works Department.) A Grading Permit shall be renewed prior to its expiration. The Permittee(s) shall contact the City and start the renewal process at least 14 days prior to the original Grading Permit's expiration date. Permittee(s) shall have a valid Grading Permit until Final Close-Out Acceptance.

## 4.3 Transference of Grading Permit

If a project or portion of a project is sold to a new Owner, or if the Contractor that is identified on the Grading Permit is replaced by a different Contractor the Grading Permit shall be transferred to the new Owner and/or Contractor using a specific transfer procedure. The transfer shall require a new Grading Permit Application Form, payment of a transfer fee, new Fiscal Security (if new Owner), and another Pre-construction Meeting on site (the Pre-construction meeting is discussed in Section 5.4). Failure to transfer the Grading Permit if the Owner or Contract Changes will result in issuance of a Stop Work Order, per section 5.10.3.



## SECTION 5: FIELD SECTION

Section 5 provides construction information for field personnel and includes designation of the Grading Manager, installation of Initial BMPs, the mandatory Pre-construction Meeting, picking up the completed Grading Permit, the construction inspection process, and violations and enforcement

### 5.1 Grading Permit Process Step 8

***Permit Step 8: Select a Grading Manager; Review the Grading Field Manual and ensure that the Permittee(s) Understand the Grading Permit Requirements***

**Grading Manager:** As the Permittee(s) focus shifts from applying for the Grading Permit to constructing the projects, the first task is to select a Grading Manager. The Grading Manager is the Permittee(s), contact person with the City for all matters pertaining to the Grading Plan and Permit. The Grading Manager may be an employee of the Owner or Contractor, but shall have the authority to act on behalf of the permittee(s) to ensure that the site remains in compliance with the Grading Permit, however the Permittee(s) shall remain the legally responsible party. The Grading Manager shall respond to requests made by Washington City staff and have any deficiencies in the work corrected. The Grading Manager and Alternate Grading Manager shall be named at the on site pre-construction meeting discussed in Section 5.2.

**Alternate Grading Manager:** An Alternate Grading Manager who is able to serve in the same capacity as the Grading Manager shall also be selected. The Alternate shall be the contact person if the Grading Manager is not available. The Grading Manager shall inform the Alternate Grading Manager of any absences, fill the Alternate in on the status of the Grading Plan implementation, and ensure that the Alternate Grading Manager assumes the Grading Manager's responsibilities during any absence.

**Availability of the Grading Manager:** The Grading Manager shall be present at the project site a majority of the time and (along with the Alternate Grading Manager) shall provide the City with a 24-hour emergency contact number. In the event the Grading Manager (or Alternate Grading Manager) is not on site, and cannot be reached during any level of violation a Stop Work Order shall be issued.



### 5.1.1 Changing the Grading Manager or Alternate

Notification in writing shall be provided to the City if the Grading Manager or Alternate leaves the company or the Permittee(s) intend to change personnel. A field meeting with the Grading Inspector and new Grading Manager or Alternate shall be scheduled within 7 days of the change to discuss site conditions and responsibilities of the Grading Manager.

### 5.1.2 Implementing the Grading Plan in the Field

Constructing the project and implementing the Grading Plan in the field is a challenging part of the Grading Permit process. The Grading Plan will not be effective unless the required measures are properly installed and maintained by the Permittee(s).

### 5.1.3 Review of the Grading Field Manual, Grading Plan, and Related Plans and Permits

Prior to the Preconstruction Meeting, the Grading Manager shall thoroughly review the Grading Field Manual, Grading Plan, Standard Notes and Details, and related plans and permits for the project. A review of the 10 Elements of an Effective Grading Plan in Section 3 will provide valuable insight. It is the Grading Manager's responsibility to understand all of the requirements of the Grading Permit Process as laid out in these documents. In addition, it is the Grading Manager's responsibility to ensure that other field personnel are aware of the grading requirements. Washington City welcomes calls from Permittee(s) during this process to answer any questions that the Grading Manager or other Permittee staff may have regarding the Grading Permit Process.

### 5.1.4 Documents Shall Remain On Site

A copy of the Grading Field Manual, Grading Drawings, Standard Notes and Details, and any project permits shall remain on the site at all times. Once the grading Permit is obtained, it shall remain on site at all times as well.

## 5.2 Preparation for the Pre-construction Meeting

Section 5.2 describes preparation for the pre-construction meeting, summarizes the activities to occur prior to the meeting which includes installation of the pre-construction BMPs. Other than the installation of the pre-construction BMPs, no other construction shall start prior to the pre-construction meeting.



***Permit Step 9: Install the Pre-Construction BMPs and Schedule a Pre-Construction Meeting***

**Installation of Pre-Construction BMPs:** Installation of the pre-construction BMPs shown on the Grading Drawings shall be installed prior to the on site preconstruction meeting. No formal notification needs to be given to the City to install the pre-construction BMPs, other than receiving the signed Grading Drawings and a copy of the Grading Field Manual. However, all of the requirements of this Manual and the Grading Plan, including the Standard Notes and details, shall be complied with. See Section 5.4 for a description of proper installation and maintenance of BMPs.

If the Permittee(s) think that modifications to pre-construction BMPs shown on the Grading Drawings should be made to provide for a more effective plan, the Permittee(s) shall contact the Washington City Public Works Department to obtain acceptance of the proposed modifications prior to installing the BMPs.

Other than the installation of the Preconstruction BMPs shown on the Grading Plan, no other construction shall occur. If the Permittee(s) begin work on the site (other than installing pre-construction BMPs) prior to obtaining an approved Grading Permit, the City will issue a Stop Work Order and assess a fee of three times the Grading Permit fee.

**Scheduling the Pre-Construction Meeting:** The permittee(s) shall contact the Washington City Public Works Department to schedule the on site Preconstruction Meeting. Three business days notice shall be provided to schedule the meeting.

(Remainder of page intentionally left blank)



### 5.3 Pre-construction Meeting

***Permit Step 10: Attend the Pre-Construction Meeting, Designate the Grading Permit Requirements, Review the Pre-Construction BMPs, and Make Any Correction Required***

**Attendees at the Pre-Construction Meeting:** The on site Preconstruction Meeting is a critical milestone prior to the start of construction. In addition to the grading Inspector, the following representatives shall attend:

1. **Owner or Owners Representative.** The Contractor may not act as the owner's representative.
2. **General Contractor**
3. **Grading Manager and Alternate Grading Manager.** One or both may be the same as the Owner of General Contractor Representative.
4. **Grading Subcontractor,** if different than the general contractor.
5. **Design Engineer.** The Design Engineer's attendance is not mandatory; however, it is strongly recommended that the Design Engineer attend, to avoid possible delays if the City or the Permittee(s) determine that modifications to the Grading Plan are necessary.

**General Meeting Agenda:** The following agenda items are addressed at the Preconstruction Meeting:

1. **Introductions.** Introductions of attendees, including the grading Manager and alternate Grading Manager, will take place.
2. **Contact Information.** Attendees will exchange contact information.
3. **Review of Grading Field Manual.** The Grading inspector will confirm the Permittee(s) understanding of the Grading Field Manual.
4. **Field Review of Grading Drawings.** The Grading Drawings will be reviewed to confirm the attendees' understanding of the Grading Plan and to discuss any modifications to the plan. If modifications to the grading plan are thought to be advantageous, input will be sought from the Design Engineer and final acceptance of changes will be as determined by the Grading Inspector. Limits of construction shall be confirmed.
5. **Inspection of Pre-construction BMPs.** A visual inspection of all of the pre-construction BMPs that have been installed will take place. The Grading Inspector will confirm if any corrections are required.
6. **Acceptance of Initial BMPs.** If the initial BMPs are accepted by the Grading Inspector, as is or with minor corrections, the Grading Inspector will inform the Permittee(s), sign the Grading Permit Application, and submit the Grading Permit Application to the Public Works Department for processing. Construction shall not start until an executed Grading Permit is obtained from the City as described in Section 5.5.



**Corrections to the BMPs:** If the Grading Inspector determines that significant modifications or corrections to the BMPs are necessary, the Grading Inspector will inform the Permittee(s) that such corrections shall be made, that a follow-up inspection shall be scheduled with the City, and that acceptance of the corrected BMPs by the Grading Inspector shall take place prior to the signing of the Grading Permit or prior to any additional inspections. Modifications to the grading Plan will, in most cases, require acceptance by the Design Engineer who signed and stamped the Grading Drawings. The re-inspection requires a one-day notice (by 3:00 pm the weekday prior to the inspection) and shall be scheduled with the Public Works Department.

## 5.4 Executed Grading Permit

Section 5.4 provides guidance for picking up the Grading Permit from the City, the duration that the Grading Permit is valid, procedures for transferring the Grading Permit, and summarizes procedures to be completed at the start of construction.

### *Permit Step 11: Pick up the Executed Grading Permit and Start Construction*

**Pick up the Executed Grading Permit:** Washington City will execute the Grading Permit generally within 24 hours of acceptance of the Pre-construction BMPs (either at the pre-construction meeting or at a follow-up inspection). Once the Permittee(s) pick up the executed Grading Permit, construction can start.

**Start of Construction:** With the executed Grading Permit picked up and on site, construction can start.

### 5.4.1 Duration of the Grading Permit

A Grading Permit is valid for one year from the date the grading Permit is granted (the date the grading Permit is executed). A Grading Permit shall be renewed prior to its expiration. The Permittee(s) shall contact the City and start the renewal process at least 14 days prior to the original Grading Permit's expiration date. Permittee(s) shall have a valid Grading Permit until Final Close-out Acceptance.

### 5.4.2 Transfer of a Grading Permit

If a project or portion of a project is sold to a new Owner, or if the Contractor that is identified on the Grading Permit is replaced by a different Contractor, the Grading Permit shall be transferred to the new Owner and/or Contractor using a specific transfer procedure. The Transfer shall require a new Grading Permit application, payment of a transfer fee, new Fiscal Security (if new Owner), and an additional Pre-construction Meeting on site (the Pre-construction meeting is discussed in section 5.4). Failure to transfer the Grading Permit if the Owner or Contractor changes will result in issuance of a Stop Work Order.



### 5.4.3 No Filling in Drainageways

Existing Drainageways shall not be filled in beyond the limits of the 100-year floodplain or the existing top of bank incised channels, whichever is more restrictive, without the acceptance of Washington City.

***Permit Step 12: Ensure that the BMPs are Correctly Installed, are Inspected and Maintained in Accordance with the Required Timeframes, and that all of the General Construction Requirements Described in the Grading Field Manual are Met***

**Correct Installation and Maintenance of BMPs and General Construction Practices:** Correct Installation and Maintenance of BMPs and General Construction practices are detailed in the Best Management Practices Handbook included in **Appendix C**, or available as a separate publication. This handbook provides installation and maintenance information and shows photographs of field installations of each of the City's Standard Erosion and Sediment Control BMPs. Both correct installation and maintenance as well as practices that should be avoided are shown.

## 5.5 City Grading Inspection Process

Section 5.5 discusses inspections related to the City Grading Permitting Program and identifies steps in the construction process that require mandatory inspections and acceptance before work may proceed.

***Permit Step 13: Ensure that Inspections by the City are Scheduled by Permittee(s) and Completed and that Corrections Requested by the City during these or any other Inspections are Made***

**City Grading Inspections:** During the construction phase, BMP's will be inspected by a Grading Inspector. Grading Inspectors will consider the overall effectiveness of the controls for reducing erosion and trapping sediment on the site and will check for proper installation and maintenance of the controls. Grading Inspectors will coordinate with the Grading Manager, whose responsibility it is to ensure that the site remains in compliance with all grading requirements.

**Mandatory City Inspections:** The Permittee(s) shall call the Public Works Department to schedule the following mandatory inspections:

1. Pre-construction Meeting/Inspection of Initial BMP's.
2. Any time during construction when a new Grading Manager or Alternate Grading Manager is chosen.



3. Initial close-out inspection.
4. Final Close-out Inspection when post-construction BMPs are in place.
5. For Staged and Phased Grading Plans where more than 40 acres needs to be disturbed and where work occurs in multiple grading phases, the following inspection process is required:
  - a. A phase project starts in the same manner as any other Grading permitted project, with the installation of the Initial BMPs as shown on the Initial Grading Drawing. The difference is that only the Initial BMPs for Phase I need to be installed and inspected in order to obtain the Grading Permit.
  - b. Once the Permittee(s) have obtained the Grading permit, grading may begin on Phase I only. Failure to restrict grading operations to the limits of Phase I shall result in issuance of a Stop Work Order.
  - c. When the Permittee(s) are nearing the end of grading on Phase I, the Interim BMPs for Phase I shall be installed per the Interim Grading Drawing, in addition, the Initial BMPs shall be installed on Phase II as shown on the Initial Grading Drawing.
  - d. A mandatory inspection shall be scheduled, in accordance with this section, to inspect the Initial and Interim BMPs on Phase I as well as the Initial BMPs for Phase II. If the Grading Inspector finds the BMPs to be installed and maintained in accordance with the approved Grading Plan and this Manual, the Grading Inspector will sign the Grading Phasing Acceptance Sheet.
  - e. Once the Grading Inspector has signed the Grading Phase Acceptance Sheet, grading may commence on Phase II.
  - f. All disturbed areas on Phase I shall be stabilized in accordance with the accepted Grading Plan within 5 calendar days from the Grading Inspector's sign off for commencement of the next phase. Failure to complete the required stabilization within the allotted time shall result in issuance of a Stop Work Order for the entire project. No time extensions shall be granted.
  - g. This process shall be repeated for each additional phase until all earthwork is complete.

All inspections shall be coordinated through the Washington City Public Works Department. All inspection requests need to be called into the Public Works Department by 2:00 p.m. the day before the inspection (three business days prior to the inspection for the Pre-construction meeting). Inspection personnel shall be provided access to private property to inspect construction stormwater BMPs.



### 5.5.1 Penalties and Enforcement

Failure to comply with any term, condition, limit, deadline or other provision of the Grading Permit or failure to obtain a Grading Permit constitutes a violation of Washington City Ordinance and may constitute a violation of the Federal Clean Water Act and the Utah Water Quality Control Act.

In addition to any other legal or equitable remedies that the City may have for Grading Permit violations, the City may cease issuances of all building permit approvals and other permissions until such violation is corrected and the Permittee(s) takes additional steps to ensure compliance with the Grading Permit, by the Grading Inspector.

### 5.5.2 Levels of Violations

Washington City classifies violations in one of two categories, depending on the severity of the violation. Enforcement action varies for each category. Level I violations have the most severe impact on people and the environment and Level II violations have the least severe impact.

Level I Violations are viewed by the City to pose an immediate serious risk to the health, safety, or welfare of people and/or the environment. Level I Violations result in an immediate issuance of a Stop Work Order. Example Level I violations include:

- Clearing, grubbing, or grading without a Washington City Grading Permit
- Failure to schedule a Pre-Construction Meeting
- Failure to be able to contact the Grading Manager or Alternate Grading Manager during any level of violation
- Failure to restrict operations to approved limits of construction
- Failure to clean up tracking of material onto roadways and adjacent paved areas
- Exporting material to or importing material from a non-permitted site
- Exporting/importing material without a variance
- Failure to follow approved phasing plan
- Failure to make required plan revisions
- Failure to perform BMP maintenance as directed by the Washington City Grading Inspector
- Failure to correct Level II violations per the directives of the Grading Inspector

Level II violations are viewed by the City to pose a moderate to low immediate risk to the health, safety, or welfare of people and/or the environment, however, if not corrected quickly, will pose a more serious risk. Level II violations shall be corrected within 48 hours of inspection unless otherwise specified in writing by the Grading Inspector. Example Level II Violations include the following:



|                             |                                                                              |
|-----------------------------|------------------------------------------------------------------------------|
| <b>Agenda Date:</b>         | 11/2/2023                                                                    |
| <b>Application Number:</b>  | LUCA23-09                                                                    |
| <b>Type of Application:</b> | Land Use Code Amendment                                                      |
| <b>Action Type:</b>         | Legislative                                                                  |
| <b>Applicant:</b>           | Hurricane City                                                               |
| <b>Agent:</b>               |                                                                              |
| <b>Request:</b>             | Amend Title 10 Chapter 7 Section 23 with regards to grading permit standards |

#### Discussion:

The City Council directed staff to amend the grading permit ordinance for the purpose of strengthening the grading permit process and allow for grading of entitled projects to begin in advance of approved construction drawings, and also allow grading permits for mass grading projects unrelated to active development. The Planning Commission heard this item on October 12, 2023 and recommended approval of the ordinance amendment.

#### Proposed Changes:

In response to discussions with the City Council and the Planning Commission, the grading permit ordinance is proposed to be updated. Some of the key elements of the new ordinance are listed below:

- A new application process will be reviewed by the Planning Director and Joint Utility Committee and no longer require authorization of the City Council.
- A comprehensive list of application requirements is proposed that will assure grading projects can be properly regulated by the City. Application requirements will include, but not be limited to, detailed grading plans, drainage plans, erosion control plans, dust control plans, weed control plans, bonding, and signed acknowledgements that any grading done prior to construction drawings sign off is subject to change as plans are reviewed.
- A reclamation bond of 100% of the work shall be required to provide the City ability to conduct remedial work if necessary, should the applicant abandon the project.
- The applicant will have to demonstrate and ensure that grading will not increase drainage to neighboring properties and that legal access to the property is available.

**Recommendation:**

Staff recommends the City Council consider the revised ordinance and any public comments at the public hearing. Staff recommends approval of the proposed ordinance update.

**AN ORDINANCE OF THE CITY COUNCIL OF HURRICANE, UTAH AMENDING  
TITLE 10 CHAPTER 7 SECTION 23 WITH REGARDS TO GRADING PERMITS**

**WHEREAS**, Utah Code 10-9a allows for municipalities to regulate land use within their boundaries; and

**WHEREAS**, The City has a desire to amend regulations for grading permits within the City; and

**WHEREAS**, the Planning Commission gave a positive recommendation on the attached revisions to Hurricane City Code,

**BE IT HEREBY ORDAINED** by the City Council of Hurricane, Utah that Title 10, Chapter 7, Section 23 be amended within Hurricane City Code to read as follows:

**Sec. 10-7-23. Grading Permits.**

1 . *Scope and Applicability*: Every person shall obtain a grading permit for any land disturbance or grading activity on land of one (1) acre or more. For any property on which a land use application is pending or that is subject to an active approved land use application, a grading permit shall not include the installation of retaining walls, storm drain piping, or other utilities or infrastructure; building lots not requiring the support of retaining walls may be graded.

2. *Exemptions*: The following activities are exempt from the permit requirement:

1. Any emergency activity that is immediately necessary for the protection of life, property, or natural resources.
2. Existing agricultural uses conducted as a permitted or accessory use.

3. *Application For A Grading Permit*: Each application shall include the following:

1. Name of applicant;
2. Business or residence address of applicant;
3. Name, address or telephone number of the owner of the property of record;

4. Address and legal description of subject property including the tax reference number and parcel number of the subject property;
5. Name, address and telephone number of the contractor and any subcontractor(s) who shall perform the land disturbing/grading activity and who shall implement the erosion and sediment control plan;
6. A written statement indicating the nature, extent, and purpose of the land disturbing/grading activity, including the size of the area for which the permit shall be applicable and a schedule for the starting and completion dates of the land disturbing/grading activity;
7. A grading diagram with contours of two feet and cross sections showing the extent of grading with cut/fill, import/export, and grading volumes in cubic yards;
8. A drainage study conducted by a licensed and qualified engineer;
9. A sediment and erosion control plan;
10. A drainage plan;
11. An air quality/dust control plan, which shall include a detailed plan to control and limit dust, noise, vibration, smoke, and odor created on the site during actual extraction operations and during idle times. This plan shall reflect the requirement that all access and haul roads on the site shall be maintained in a dust free condition by impervious surfacing or some other treatment approved by the City. Dust mitigation must be pursuant to Rule R-307-205 of the Utah Administrative Code, applicable City ordinances, and any other applicable statute or regulation;
12. Each application for a grading permit shall be accompanied by payment of grading permit and other review fees, as adopted by resolution and found in the City fee schedule;
13. A written statement of agreement from the property owner or project proponent to furnish a reclamation bond for 100% of the cost of the work or an amount determined by the City Engineer.
14. A weed control and abatement plan.
15. For grading associated with a pending land use application, a written statement from the property owner or project proponent acknowledging that



grading contours and elevations shown on the grading plan are subject to change pending final approval of the land use application and construction drawings.

4. *Approval Procedure:*

1. The Zoning Administrator, upon receiving a complete application for a grading permit, shall submit the application to the Joint Utility Committee for review to determine compliance with the Approval Standards of this section. After reviewing the application in conjunction with the Joint Utility Committee, the Zoning Administrator shall provide to the applicant one (1) of the following responses in writing:

a. Approval of the permit application;

b. Approval of the permit application, subject to such reasonable conditions as may be necessary to secure substantially the objectives of this title, and issue the permit subject to these conditions; or

c. Denial of the permit application, indicating the reason(s) for the denial.

2. If the Zoning Administrator has granted conditional approval of the permit, the applicant shall submit a revised plan that conforms to the conditions established by this code. No grading permit will be released until the development plans have been approved.

5. *Permit Duration:* A grading permit shall expire and become null and void if substantial work authorized by such permit has not commenced within sixty (60) calendar days of issuance. A grading permit shall also become null and void if the entire project is not completed within twelve (12) months from the date of issuance. A grading permit may be extended for an additional time period deemed appropriate by the Zoning Administrator not to exceed twelve (12) months, provided that the applicant is in compliance with this section, substantial work has been completed on the site, and the Reclamation Bond is renewed and updated as may be required by the City Engineer.

6. *Inspections:* The applicant must notify the Public Works Director in advance of the commencement of grading to schedule a preconstruction meeting. If deemed unnecessary, the Public Works Director may waive the requirement to hold a preconstruction meeting for grading not associated with a pending or active, approved land use application. No work under any grading permit may be commenced until the Public Works Director has issued a Notice to Proceed letter. The Public Works Director may inspect the work for conformance to the approved plans at any time. Failure to comply with the approved plans shall subject the property

owner, contractor, and applicant to Stop Work Orders, civil damages, and any other recourse or penalties available under City, state, or federal law.

7. *Reclamation Bonds*: Once the permit is issued, but before the preconstruction meeting, the project proponent shall furnish a reclamation bond in an amount of not less than 100% of the work that the City may use to mitigate any potential hazards or disruptions caused by the grading work. The reclamation bond shall be either a cash bond or an irrevocable letter of credit in a form approved by the City Attorney.

8. *Approval Standards*: No grading permit shall be issued unless it meets the following standards:

- a. Complete application, including satisfying the scope and applicability requirements of subsection (1) and the submission of all plans meeting the standards in subsection (3).
- b. Verification that no increase in stormwater drainage will occur on neighboring properties.
- c. Verification that sediment will be adequately retained and erosion adequately controlled.
- d. Verification that weeds will be adequately controlled.
- e. Verification that dust, noise, vibration, smoke, and odor created on the site during actual extractions operations and during idle times will be controlled and limited to prevent nuisance to neighboring properties, to comply with Utah Administrative Code R-307-205, applicable City ordinances, and any other applicable statute or regulation.
- f. Verification by the City Engineer that the overall extent of the grading shown in the plans matches the amount used to calculate the reclamation bond.
- g. Verification that legal access to the property is available.
- h. For properties with pending land use applications, verification that adequate public facilities are available as defined in Title 10 Chapter 37 section 4 and Title 9 Chapter 6 Section 3.

**NOW THEREFORE, BE IT ORDAINED BY THE HURRICANE CITY COUNCIL OF HURRICANE CITY, UTAH THAT:**

All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.

Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Hurricane City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.

PASSED AND APPROVED this 2nd day of November, 2023

Hurricane City

\_\_\_\_\_  
Nanette Billings, Mayor

Attest:

\_\_\_\_\_  
Cindy Beteag, City Recorder

The foregoing Ordinance was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 2nd day of November, 2023. Whereupon a motion to adopt and approve said Resolution was made by \_\_\_\_\_ and seconded by \_\_\_\_\_. A roll call vote was then taken with the following results:

|               | Yea   | Nay   | Abstain | Absent |
|---------------|-------|-------|---------|--------|
| Joseph Prete  | _____ | _____ | _____   | _____  |
| David Sanders | _____ | _____ | _____   | _____  |
| David Hirschi | _____ | _____ | _____   | _____  |
| Kevin Thomas  | _____ | _____ | _____   | _____  |
| Doug Heideman | _____ | _____ | _____   | _____  |

\_\_\_\_\_  
Cindy Beteag, Recorder



## **STAFF COMMENTS**

Consideration and possible approval of **Ordinance 2023-18 amending Title 1, Chapter 10 regarding surplus property**

**Discussion:**

**Findings:**

**Recommendation:**

**Attachments:**

1. Ordinance 2023-18 Amending Title 1, Chapter 10 Surplus Property
2. Policy 406
3. Policy 803



**AN ORDINANCE OF THE CITY COUNCIL OF HURRICANE, UTAH AMENDING  
TITLE 1, CHAPTER 10 SURPLUS PROPERTY**

**WHEREAS**, the Hurricane City Council is duly authorized to create legislation to govern Hurricane City; and

**WHEREAS**, the Hurricane City Council desires to amend Title 1, Chapter 10 of the Hurricane City Code governing surplus property; and

**WHEREAS**, the Hurricane City Council deems this amendment necessary and desirable for the preservation of the general health, safety, and welfare of the residents of Hurricane,

**BE IT HEREBY ORDAINED** that Title 1, Chapter 10 of the Hurricane City shall be, and is hereby, amended as follows:

**Sec. 1-10-1. Declaration of surplus real property.**

- A. No City-owned real property may be disposed of unless and until it has been first declared to be surplus by the City Council.
- B. The City Council must first find that it is in the public interest that the subject property may be disposed of in order to declare any City property surplus.
- C. In determining whether any property shall be deemed surplus, the City Council shall take into consideration the following:
  - 1. The City has, or anticipates that it will have, no practical, economical, efficient, or appropriate use for the property currently or in the reasonably foreseeable future.
  - 2. The purpose served by the property or its use either no longer exists or has significantly changed because of the needs and demands of the City or as may be determined by a change of policy evidenced by an ordinance or resolution of the City Council.

**Sec. 1-10-2. Procedures for disposal of real property.**

- A. Upon the declaration of any City-owned real property as surplus property, the City Council may authorize the disposition of such surplus real property, subject to the provisions of this chapter.
- B. Unless provided otherwise by this chapter, the disposition of surplus real property may be by public sale, private sale, exchange, option to purchase, lease, lease with an option to purchase, trade-in, public auction, private auction, sale upon public advertisement by sealed bid, or by any other lawful and reasonable means.

- C. No disposition of surplus real property shall be made for less than a fair market value and consideration unless the City Council determines that it is in the best public interest that disposition of the surplus property be made for less than fair market value. Consideration and fair market value may be in forms other than cash payment and may include the exchange of property for services, as may be reasonably determined by the City Council.
- D. The City Council shall designate that the City Manager shall maintain records of the manner and date of the disposal of all City surplus property as well as the amount and nature of consideration received for such property.
- E. No lease or lease with an option to purchase of surplus real property shall be entered without the prior consent of the City Council.

**Sec. 1-10-3. Public hearing for disposal of real property.**

No significant parcel of real property may be disposed of or leased unless and until a public hearing has been held by the City Council concerning disposition of the property. Such public hearing shall be held in the manner as required by state law, Utah Code Annotated section 10-8-2(4), as amended. For purposes of this section, "significant" shall be defined as any parcel of real property having a market value of \$5,000.00 or more.

**Sec. 1-10-4. Disposal of personal property.**

The City Manager is authorized to dispose of City-owned personal property consistent with the procedures set forth in the Hurricane City Employee Policy Manual and this Code. The City Manager shall have discretion, subject to the best interests of the City and its residents and in accordance with good property management techniques, over the disposition and manner of disposition of surplus, obsolete, or unusable personal property.

**Sec. 1-10-5. City agencies.**

The provisions of this chapter shall apply to all bodies which are within the jurisdiction or under the authority of the City and which own real or personal property in the name of the City.

***BE IT FURTHER ORDAINED*** that this Ordinance shall, after adoption and approval, take effect immediately upon publication or posting as required by law.

PASSED AND APPROVED this 19<sup>th</sup> day of October, 2023

Hurricane City

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Nanette Billings, Mayor

Attest:

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Cindy Beteag, City Recorder

The foregoing Ordinance was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 19<sup>th</sup> day of October, 2023. Whereupon a motion to adopt and approve said Resolution was made by \_\_\_\_\_ and seconded by \_\_\_\_\_. A roll call vote was then taken with the following results:

|               | Yea   | Nay   | Abstain | Absent |
|---------------|-------|-------|---------|--------|
| Joseph Prete  | _____ | _____ | _____   | _____  |
| David Sanders | _____ | _____ | _____   | _____  |
| David Hirschi | _____ | _____ | _____   | _____  |
| Kevin Thomas  | _____ | _____ | _____   | _____  |
| Doug Heideman | _____ | _____ | _____   | _____  |

\_\_\_\_\_  
Cindy Beteag, Recorder

# Physical Asset Management

## 406.1 PURPOSE AND SCOPE

The purpose of this policy is to provide guidelines for maintaining a system of inventory and accountability over the city's physical assets. This policy does not address management of intangible assets (e.g., intellectual property), fluid assets (e.g., cash, stocks, marketable securities), real property, or natural assets (e.g., water, air quality, minerals).

Individual department heads may have additional policies for department-specific assets.

### 406.1.1 DEFINITIONS

Definitions related to this policy include:

**Physical assets** – All tangible items of value, including but not limited to materials, machinery, tools and equipment, vehicles, office supplies, and furniture.

## 406.2 POLICY

It is the policy of this city to accurately inventory, maintain, and dispose of its physical assets in a manner that controls costs, avoids waste, and promotes the mission of the City.

## 406.3 RESPONSIBILITIES

The City Manager should assign a person or persons to be responsible for the inventory, maintenance, and disposal of city physical assets, including:

- (a) Maintaining compliance with federal, state, and local laws regarding physical asset management, inventory control, and reporting requirements.
- (b) Developing procedures for the implementation of this policy, including:
  - 1. Procedures for disposal of all city-owned physical assets in accordance with federal, state, and local law.
  - 2. Procedures for safe disposal of hazardous waste.
  - 3. Procedures for inter-department transfers of physical assets.
  - 4. Procedures for each department to inventory assets as according to internal reporting deadlines (e.g., quarterly, annually).
- (c) Developing a physical asset management plan to track the city's physical assets and maintain accurate and complete records related to these assets. The plan should include:
  - 1. A minimum value of the physical assets that are subject to this policy, the plan, and the implementing procedures.
  - 2. An inventory control and recordkeeping system to account for the movement, storage, maintenance and use, loss, damage, destruction, and disposal of the city's physical assets.
  - 3. Routine internal and external audit practices.



### *Physical Asset Management*

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4. Procedures to access physical assets for re-use, transfer, recycle, or disposal.
- (d) Designating custodians within each department, as appropriate, for inter-department communication and to serve as inventory liaisons under the physical asset management plan.
- (e) Annual physical asset acquisition planning.

#### **406.4 IDENTIFICATION AND TAGGING**

Physical assets should be tagged using a system to identify and locate the items. Tags should be affixed in the same manner and location on each item, when feasible. The following information regarding the tagged item should be maintained using the inventory control system and method of recordkeeping established in the physical asset management plan:

- (a) A description of the item, including but not limited to:
  1. Make, model, and serial number
  2. Physical dimensions and weight
  3. Color, material, and other physically distinct qualities
  4. Warranty and/or recall information, if any
- (b) The department and specific location where the item can be found
- (c) The acquisition date of the item, as well as the amount and funding source for the acquisition
- (d) The intended and actual use of the item
- (e) The expiration of an item's lease or loan terms

#### **406.5 SURPLUS OR OBSOLETE ASSETS**

A department that no longer utilizes a physical asset should have the asset identified as surplus or obsolete. If the physical asset retains value that may be utilized by another department, the item should be stored as surplus or transferred in accordance with the procedures established pursuant to this policy. If the physical asset is deemed obsolete, the item shall be disposed of in accordance with this policy, the [accompanying procedure](#), and the Municipal Code.

##### **406.5.1 STORAGE**

When practicable, physical assets that retain value but are not being utilized should be stored in lieu of disposal. Physical assets in storage are subject to routine inventory and revaluation. If the physical asset's value is less than the cost of storage, the City should pursue disposal of the item in accordance with this policy and Municipal Code.

##### **406.5.2 TRANSFERS**

When a physical asset is transferred from one department to another, the value of the physical asset should transfer with the asset. Inter-department transfers shall be documented through the inventory control and recordkeeping system implemented by the physical asset management plan.

## *Physical Asset Management*

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### **406.6 LOSS, DAMAGE, OR DESTRUCTION**

Circumstances surrounding loss, damage, or destruction of the city's physical assets shall be promptly reported to and investigated by the City Manager or the authorized designee for purposes of inventory, valuation, and recordkeeping. Otherwise, loss, damage, or destruction of such assets shall be handled in accordance with the Local Government-Owned and Personal Property Policy and Municipal Code.

### **406.7 USAGE MONITORING**

Physical asset performance should be regularly monitored for functionality, utility, wear-and-tear, and cost-effectiveness. Usage monitoring of the city's physical assets should include the duration of use (e.g., daily use and number of hours in use), user satisfaction, costs of operating the asset, and the asset's contribution to employee performance and overall productivity.

### **406.8 MAINTENANCE**

Routine maintenance of physical assets should be proactive to limit interruption of the city's daily operations. Employees should report any physical asset performance issues to a supervisor.

Maintenance requests and reports shall be recorded in the inventory control and recordkeeping system implemented by the physical asset management plan. The City Manager or the authorized designee shall routinely evaluate maintenance expenditures to determine whether continued maintenance is beneficial.

### **406.9 DISPOSAL**

Physical assets slated for disposal should be evaluated for salvage value (e.g., items containing reusable materials like aluminum or copper) or transfer or storage in accordance with this policy and Municipal Code.

### **406.10 INVENTORY AND REPORTS**

Routine inventory of physical assets should be conducted for purposes of loss control, revaluation, retagging, documenting asset movement and condition, disposition and acquisition planning, and obtaining adequate insurance coverage.

All internal controls and inventories related to physical asset management shall be accurately documented and subject to both internal and external audit. Inventory reports should include an explanation of any discrepancies from the previous period.

All inventory documentation shall be retained and stored in accordance with the records retention schedule.

### **406.11 TRAINING**

Employees and supervisors accountable for the proper care, use, transfer, maintenance, storage, loss, and disposition of all city physical assets should receive training regarding their responsibilities under the physical asset management plan.



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## Physical Asset Management Procedures

### 803.1 RETENTION OF PURCHASE ORDERS

The Finance Department will retain a copy of the purchase order and invoice to up-date the fixed asset listing. This list will be checked against the department inventory on a periodic basis. After an asset is purchased, the serial number will be included on the fixed asset listing. If no serial or identifying number is available, a city number will be assigned to the asset and will be attached to the equipment through the means of a sticker or etching. This number or the serial or identification number will be used to track the equipment during the time it is in the ownership of the City.

### 803.2 SURPLUS OR OBSOLETE ASSETS

Prior to removing any asset from use, an asset removal form must be completed and filed with the Finance Department. The form identifies the asset, explains the reason for its removal from the inventory and the disposition of the asset. When the form is filed and signed by the Finance Department, the item may be removed from the inventory. Any asset taken by an employee without authorization constitutes theft.

Assets with remaining value will be sold at public sale. Assets broken or of no value shall be disposed of. If an asset is to be transferred to another department, an asset removal form must be completed. The form contains information identifying the asset and the departments involved in the transfer. The form must be signed by the supervisors of both departments and filed with the Finance Department. The item may be transferred on the asset inventory list of each department. Vehicle transfers must be recorded with the City Recorder or designee.





## STAFF COMMENTS

### Discussion:

The purpose of the discussion is to determine if the proposal to exchange property for infrastructure and grading is beneficial to the community. If the Council agrees this is the best use for the property, then it will have to be advertised as a public hearing before it can be declared as surplus.

Beau Davis is offering to construct an additional 107 linear feet of curb, gutter, sidewalk, and 1,600 sq. ft of pavement. He will remove all trash and debris that has collected over the years in the retention basin. He will grade and cover west slopes of retention basin with more erosion-resistant material than the current native soil. An estimated 3,975 yards of material will be moved in reshaping and cleaning retention basin and 476 yards of material imported and placed along west embankment. 1,200 sq/ft of rock retaining wall will be constructed in exchange for 0.85 Acres of the existing parcel.

### Findings:

From the City Engineer: In reviewing the first submittal for this project, it was suggested by my office to the applicant that there may be an opportunity to do a land exchange. This would involve the City exchanging the property in order to square up the property line, which would potentially make the applicant's land geometry yield more useable space, while the City's retention basin capacity could remain or be improved. The applicant was amenable to this concept and prepared the proposal that is before the City Council.

I have reviewed the cost proposal and have the following comments:

1. The land value has not been determined by an official appraisal. This being said, the value shown on the cost proposal is probably in the ball-park. It is not part of a developable parcel and would therefore be valued at a lesser rate than the surrounding land.
2. The costs shown for road improvements and earthwork are good estimates.
3. The cost of removing waste and debris from the City property is a good estimate, but I wish there was a way that this cost could be assigned to the individuals that dumped trash there. At this point I agree that it would be a benefit to clean it up since trash seems to beget trash. By cleaning it up we can hopefully avoid more trash being dumped there.
4. The rock wall is something that I believe would be required in order for this proposal to work and therefore should not be considered as an offset to the value of the City property. If we

subtract the \$18,000 from the estimate, we are still left with \$81,821.90 in value, which is higher than the estimated cost of the property.

**Recommendation:**

From the City Engineer's Office: Based on the applicant's proposal and my review, it is my recommendation that the value provided by the applicant is balanced with the value of the land in question to be exchanged. If the City Council is inclined to move forward with this proposal we will work with the applicant's engineer to ensure that the capacity of and access to the retention basin is preserved.

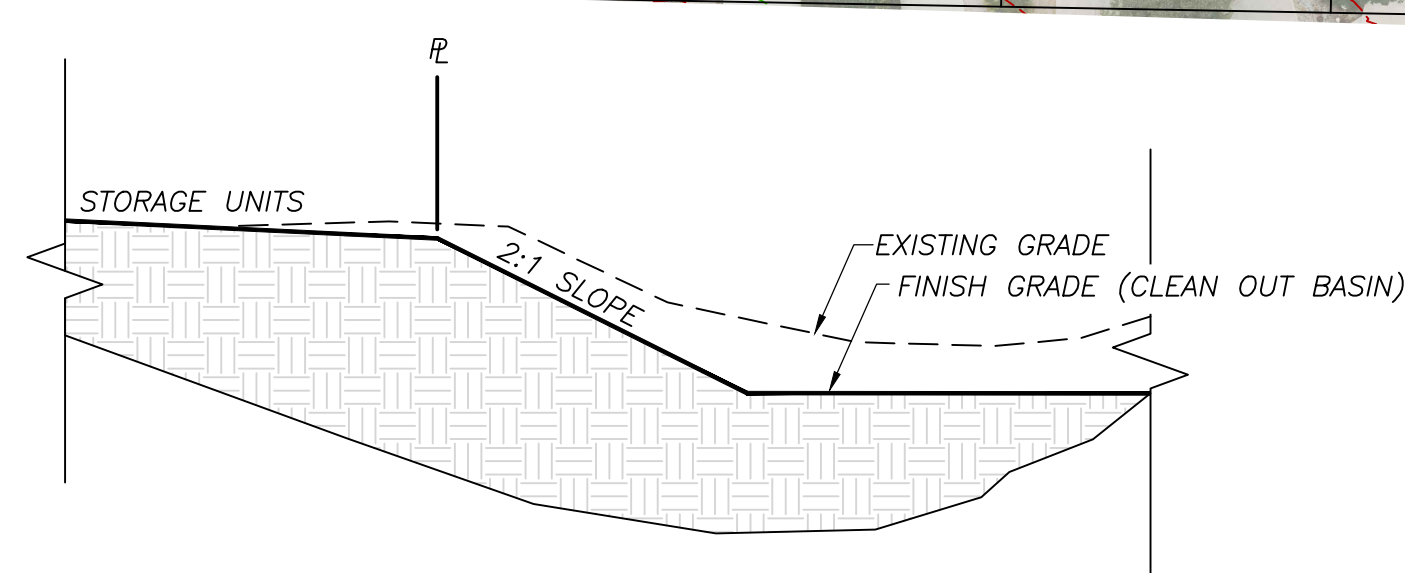
At one point in the discussion we talked about the idea of providing some trees along the boundary between the retention basin and the storage units, which may be something the Council would be inclined to include in the discussion of this item. One other suggestion would be to provide a gravel trail in the basin that would preserve the continued recreational use of the City property.

**Attachments:**

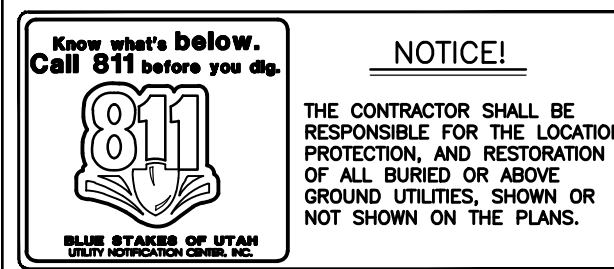
1. Disposition of Excess Land Full Sized (24 x 36) Grading Exhibit - Angell Heights Storage - 2023.10.16
2. Disposition of Excess Land Proposal



**LOCATED IN SECTION 10, T42S, R13W, S.L.B.&M.  
HURRICANE CITY, WASHINGTON COUNTY, UTAH**



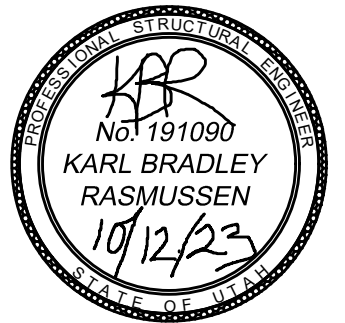
**CROSS SECTION B-B**



**NOTICE!**

CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, DETECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

**PROVALUE  
ENGINEERING, INC.**  
ENGINEERS - LAND SURVEYORS - LAND PLANNERS  
20 South 850 West, Suite 1  
Hurricane City, Utah 84737  
Phone: 435-668-6307



NO STORAGE, CONSTRUCTION, OR STORAGE

GRADING PLAN FOR:  
**ANGELL HEIGHTS STORAGE**

LOCATED IN SECTION 10, T42S, R13W, S.L.B.&M.  
HURRICANE CITY, WASHINGTON COUNTY, UTAH

|           |            |
|-----------|------------|
| DATE      | 10/12/2023 |
| SCALE     | 1"=40'     |
| JOB NO.   | 300-007    |
| SHEET NO: |            |

300-007 ANGEL HEIGHTS STORAGE CONSTRUCTION.DWG

LOCATED IN SECTION 10, T42S, R13W, S.L.B.&M.  
HURRICANE CITY, WASHINGTON COUNTY, UTAH



Beau Davis  
373 W 1180 S  
Hurricane UT 84737  
beaugdavis@gmail.com  
208-403-9509  
October 16, 2023

Hurricane City Council  
147 N 870 W  
Hurricane UT 84737

**Subject: Proposal for Disposition of Excess City Land in Exchange for City Infrastructure Improvements**

Dear Members of the City Council,

I am writing to present a proposal for the disposition of excess city land in our community, with the goal of leveraging this land to advance essential infrastructure that will benefit our city and its residents.

**1. Overview:**

Hurricane city currently owns a parcel of land located at 2300 S 650 W, parcel ID H-3-2-10-2313 or otherwise known as the Angel Heights retention basin. This parcel is designed for use as a retention basin for excess water and has some usable flat ground not usable for the retention basin that abuts the project parcel for Angel Heights Storage (parcel ID H-3-2-10-232). This strip of land could be deemed surplus to the city's immediate needs of the retention basin and provides an opportunity for creative, community-oriented development.

**2. Proposal:**

The proposal is a mutually beneficial arrangement in which the excess city land is conveyed to Angel Heights Storage in exchange for the commitment to fund and execute essential infrastructure improvements in the city. The scope of the infrastructure improvements will include:

- Road Expansion and improvements along 2300 S: Continuation of curb/gutter, sidewalk and asphalt along 2300 S from end of Angel Heights Storage project and ending at future Angel Heights Phase 3. 107 lineal ft of curb/gutter and sidewalk and ~1,600 sq/ft of asphalt.
- Retention basin improvements: Remove all trash and debris that has collected over the years in the retention basin. Grade and cover west slopes of retention basin with more erosion resistant material than the current native soil. Estimated 3,975 yards of material



to be moved in reshaping and cleaning retention basin and 476 yards of material imported and placed along west embankment. 1,200sq/ft of rock retention wall constructed.

### 3. Benefits:

This proposal offers numerous benefits to the city:

The exchange would allow for roadway improvements that are currently not on the city development plan. 2300 S is the primary access for the new city equestrian park and it would benefit the local residents that use this street as well as the equestrian park and trailheads in the area.

The cleanup and shaping of the retention basin would help in the beautification of the community and usability of the retention basin. Currently the inlet culvert to the retention basin is lower than the retention basin itself and can cause backup of water in the culvert system, cleaning and shaping will resolve this issue. Additionally, over the years the retention basin has been used as sort of dumping area and much trash needs to be removed. Additionally, if approved, the exchange would allow for a straighter property line between the retention basin and the Angel Heights Storage project and allow for a more sightly slope grading and layout for the neighboring property owners.

10 of the 13 property owners to the east of the retention basin, that would be most impacted by this proposal, have been contacted. The other 3 were not available and will be contacted. All 10 of the contacted property owners were in favor of this proposal and felt that it would be a benefit to the area to have the infrastructure improvements completed as well as the cleanup and property line placement of the retention basin. Letters for support of the proposal have been requested and will be collected for documentation.

In conclusion, this proposal offers a unique opportunity to maximize the value of excess city land by using it as a catalyst for infrastructure improvements and enhancements. The residents that would be most directly impacted by the proposal are in support of this action.

| Proposed Exchange Summary            |                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| City                                 | Developer                                                                                                                                                                                                                                                                                                                                                                                                                               |
| .85 Acres – Estimated value \$72,000 | <ol style="list-style-type: none"> <li>1. 107 linear ft curb gutter and sidewalk</li> <li>2. ~1,600 sq ft asphalt and prep work</li> <li>3. Move 3,975 yard material for reshaping retention basin</li> <li>4. Remove and dispose of estimated 200 cubic yards waste and debris</li> <li>5. Import 476 cubic yards material and placement on west slope of retention basin</li> <li>6. Build 1,200 sq ft rock retention wall</li> </ol> |
|                                      | Engineer estimate for proposed work \$99,822                                                                                                                                                                                                                                                                                                                                                                                            |

Engineer Estimate

### Angel Heights Basin Proposal

| ITEM # | ITEM                        | QUANTITY | UNIT | UNIT PRICE   | TOTAL               |
|--------|-----------------------------|----------|------|--------------|---------------------|
| 1      | C&G                         | 107      | LF   | \$ 30.00     | \$ 3,210.00         |
| 2      | SIDEWALK                    | 535      | SF   | \$ 5.50      | \$ 2,942.50         |
| 3      | ASPHALT                     | 1600     | SF   | \$ 3.50      | \$ 5,600.00         |
| 4      | ROADBASE AND PREP           | 2242     | SF   | \$ 3.50      | \$ 7,847.00         |
| 5      | BASIN EARTHWORK             | 3975     | CY   | \$ 8.00      | \$ 31,800.00        |
| 6      | WASTE AND DEBRIS REMOVAL    | 200      | CY   | \$ 75.00     | \$ 15,000.00        |
| 7      | IMPORT OF PIT RUN - COMPACT | 476      | CY   | \$ 32.40     | \$ 15,422.40        |
| 8      | ROCK WALL                   | 1200     | SF   | \$ 15.00     | \$ 18,000.00        |
|        |                             |          |      | <b>TOTAL</b> | <b>\$ 99,821.90</b> |

We are eager to discuss this proposal in more detail and to collaborate with the City Council in a manner that aligns with our community's best interests. Your support and guidance in realizing this would be greatly appreciated.

Thank you for your time and consideration. We look forward to the opportunity to work together to make our city an even better place to live and work. Attachments of initial proposed grading plan with current pictures of the retention basin are attached.

Sincerely,

Beau Davis

[illegible]





































## **STAFF COMMENTS**

Consideration and possible approval of a **proclamation designating October 30- November 3 as National Veterans Small Business Week**

### **Discussion:**

The Southern Utah Office for the US Small Business Administration is celebrating the 10th annual National Veteran Small Business Week (NVSBW) from Oct. 30 – Nov. 4. It is time to honor and support the one out of every ten small businesses that are owned and operated by our veterans. This year, specifically for Southern Utah, they will be hosting the 3rd annual Veteran Unite conference on Nov. 2nd to celebrate NVSBW and to bring together our Southern Utah Veterans. They are asking for the City's support of the veteran entrepreneurs.

### **Findings:**

### **Recommendation:**

### **Attachments:**

1. Proclamation 2023 - National Veteran Small Business Week

## **PROCLAMATION DECLARING NATIONAL VETERANS SMALL BUSINESS WEEK**

**WHEREAS**, nearly one out of ten small businesses across the United States is veteran owned -- from Main Street store fronts to virtual high-tech startups that advance America, veteran owned small businesses are a pillar of our economy and contribute to the foundation of our nation; and

**WHEREAS**, veteran and military spouse small business owners are resilient, disciplined, and mission-oriented, thanks to their commitment to serving our country and communities; and

**WHEREAS**, when we resolve ourselves to strengthen our communities, we must empower and support the giants that veteran entrepreneurs are in our economy; and

**WHEREAS**, National Veterans Small Business Week highlights the programs and services available to veteran entrepreneurs through the U.S. Small Business Administration and resource partners; and

**WHEREAS**, Hurricane City supports and joins in this national effort to help America's veteran owned small businesses start, grow, and recover their businesses after a disaster and help our communities thrive.

**NOW, THEREFORE, I**, Nanette Billings, Mayor of Hurricane City, do hereby proclaim October 30 through November 3, 2023, as

**NATIONAL VETERANS SMALL BUSINESS WEEK**

Proclaimed this 2<sup>nd</sup> Day of November 2023

---

Nanette Billings, Mayor

[Seal] Attest:

---

Cindy Beteag, City Recorder

The foregoing Proclamation was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 2<sup>nd</sup> day of November, 2023. Whereupon a motion to adopt and approve said Proclamation was made by \_\_\_\_\_ and seconded by \_\_\_\_\_. A roll call vote was then taken with the following results.

|               | Yea   | Nay   | Abstain | Absent |
|---------------|-------|-------|---------|--------|
| Joseph Prete  | _____ | _____ | _____   | _____  |
| David Sanders | _____ | _____ | _____   | _____  |
| David Hirschi | _____ | _____ | _____   | _____  |
| Kevin Thomas  | _____ | _____ | _____   | _____  |
| Doug Heideman | _____ | _____ | _____   | _____  |

---

Cindy Beteag, Recorder





## **STAFF COMMENTS**

LUCA 23-10: Consideration and possible approval on a Land Use Code Amendment regarding **Title 10 Chapter 51 Subsection 13 regarding whole house vacation rentals.** Hurricane City, Applicant.

### **Discussion:**

Staff received direction from the City Council to prepare an ordinance update limiting the expansion of whole home vacation rentals in the City. These are single family homes that are not owner occupied that are rented on a short-term basis in an otherwise long-term residential neighborhood. These units have historically caused the most enforcement difficulties. After discussion with the Planning Commission, staff has prepared two possible changes to the whole home vacation rental ordinance. These changes do not affect residential hosting or recreation resort units.

### **Findings:**

### **Recommendation:**

### **Attachments:**

1. Ordinance 2023-20\_Whole home vac rentals
2. Redline\_Option A (transfer not allowed)
3. Redline\_Option B (transfer allowed)
4. Redline\_USE TABLE Changes
5. Clean\_Option B (transfer allowed)\_
6. LUCA23-10 Vacation Rentals CC Staff Report
7. Letter from Julie Krogh
8. Comments from Rebecca Bronemann

**AN ORDINANCE OF THE CITY COUNCIL OF HURRICANE, UTAH AMENDING  
TITLE 10 CHAPTERS 3, 13, 14 & 51 WITH REGARDS TO WHOLE HOME  
VACATION RENTALS**

**WHEREAS**, Utah Code 10-9a allows for municipalities to regulate land use within their boundaries; and

**WHEREAS**, The City has a desire to amend regulations for whole home vacation rentals within the City; and

**WHEREAS**, the Planning Commission gave a positive recommendation on the attached revisions to Hurricane City Code,

**BE IT HEREBY ORDAINED** by the City Council of Hurricane, Utah that Title 10, Chapter 3, Section 4 be amended within Hurricane City Code to read as follows:

...

*Whole home vacation rental* means a form of a transient lodging facility specifically classified as an entire single family residential structure that is located in a single family zone, is rented out on a short-term basis, and is not owner-occupied. Whole home vacation rentals are located in a single family zone as identified in chapters 10-13 and 10-14 of this Code, are not a conforming use under the current Code, and are managed locally.

...

**BE IT HEREBY FURTHER ORDAINED** by the City Council of Hurricane, Utah that Title 10, Chapter 13, Section 3 be amended within Hurricane City Code to read as follows:

**Sec. 10-13-3. Uses allowed.**

- A. *Permitted and conditional uses.* Permitted and conditional uses allowed within residential zones shall be as set forth in table 10-13-1 of this section. Permitted and conditional uses are indicated by a "P" or "C", respectively, in the appropriate column. Uses not permitted are indicated by "N." Any use not shown on table 10-13-1 of this section shall be prohibited unless the Zoning Administrator determines the use is substantially the same as a permitted or conditional use as provided in subsection 10-7-18E4 of this title.

TABLE 10-13-1

## PERMITTED AND CONDITIONAL USES ALLOWED IN RESIDENTIAL ZONES

| Use                                                         | Zones |       |      |      |      |      |      |       |
|-------------------------------------------------------------|-------|-------|------|------|------|------|------|-------|
|                                                             | R1-15 | R1-10 | R1-8 | R1-6 | RM-1 | RM-2 | RM-3 | MH/RV |
| Agricultural uses:                                          |       |       |      |      |      |      |      |       |
| Accessory building                                          | P     | P     | P    | P    | P    | P    | P    | P     |
| Agricultural business                                       | N     | N     | N    | N    | N    | N    | N    | N     |
| Agricultural industry                                       | N     | N     | N    | N    | N    | N    | N    | N     |
| Agriculture                                                 | N     | N     | N    | N    | N    | N    | N    | N     |
| Agriculture residential                                     | P     | P     | P    | P    | P    | P    | P    | P     |
| Animal specialties                                          | P     | P     | N    | N    | N    | N    | N    | N     |
| Animals and fowl for recreation and family food production  | P3/C  | P3/C  | P3   | P3   | N    | N    | N    | N     |
| Stable, private                                             | N     | N     | N    | N    | N    | N    | N    | N     |
| Residential uses:                                           |       |       |      |      |      |      |      |       |
| Assisted living facility                                    | C     | C     | C    | C    | N    | N    | N    | N     |
| Boarding house                                              | N     | N     | N    | N    | N    | N    | N    | N     |
| Building, accessory                                         | P     | P     | P    | P    | P    | P    | P    | P     |
| Dwelling, earth sheltered                                   | P     | P     | P    | P    | P    | P    | P    | N     |
| Dwelling, multiple-family                                   | N     | N     | N    | N    | P    | P    | P    | N     |
| Dwelling, single-family                                     | P     | P     | P    | P    | P    | P    | P    | P     |
| Dwelling, single-family with single accessory dwelling unit | P     | P     | P    | P    | N    | N    | N    | N     |
| Dwelling, temporary                                         | P     | P     | P    | P    | P    | P    | P    | P     |
| Dwelling, two-family                                        | N     | N     | N    | N    | P    | P    | P    | N     |
| Guesthouse or casita                                        | P     | P     | P    | N    | N    | N    | N    | N     |
| Manufactured home                                           | P     | P     | P    | P    | N    | N    | N    | P     |
| Manufactured/mobile home park                               | N     | N     | N    | N    | N    | N    | N    | P     |
| Manufactured/mobile home subdivision                        | N     | N     | N    | N    | N    | N    | N    | P     |
| Protective housing facility                                 | N     | N     | N    | N    | N    | N    | N    | N     |
| Rehabilitation/treatment facility                           | N     | N     | N    | N    | N    | N    | N    | N     |
| Residential facility for elderly persons <sup>1</sup>       | P     | P     | P    | P    | P    | P    | P    | P     |



|                                                                 |   |   |   |   |   |   |   |   |
|-----------------------------------------------------------------|---|---|---|---|---|---|---|---|
| Residential facility for persons with a disability <sup>1</sup> | P | P | P | P | P | P | P | P |
| Residential facility for troubled youth                         | N | N | N | N | N | N | N | N |
| Short term rental                                               | N | N | N | N | N | N | N | N |
| Transitional housing facility                                   | N | N | N | N | N | N | N | N |
| Public and civic uses:                                          |   |   |   |   |   |   |   |   |
| Airport                                                         | N | N | N | N | N | N | N | N |
| Auditorium or stadium                                           | N | N | N | N | N | N | N | N |
| Bus terminal                                                    | N | N | N | N | N | N | N | N |
| Cemetery                                                        | P | P | P | P | P | P | P | P |
| Church or place of worship                                      | P | P | P | P | P | P | P | P |
| Club or service organization                                    | N | N | N | N | N | N | N | N |
| College or university                                           | N | N | N | N | N | N | N | N |
| Convalescent care facility                                      | N | N | N | N | N | N | N | N |
| Correctional facility                                           | N | N | N | N | N | N | N | N |
| Cultural service                                                | N | N | N | N | N | N | N | N |
| Golf course                                                     | P | P | P | P | P | P | P | P |
| Government service                                              | N | N | N | N | N | N | N | N |
| Hospital                                                        | N | N | N | N | N | N | N | N |
| Operations center                                               | N | N | N | N | N | N | N | N |
| Park                                                            | P | P | P | P | P | P | P | P |
| Post office                                                     | N | N | N | N | N | N | N | N |
| Protective service                                              | P | P | P | P | P | P | P | P |
| Reception center                                                | N | N | N | N | N | N | N | N |
| School, elementary, middle, high or private                     | P | P | P | P | P | P | P | P |
| School, vocational                                              | N | N | N | N | N | N | N | N |
| Stable, public                                                  | N | N | N | N | N | N | N | N |
| Utility, major                                                  | N | N | N | N | N | N | N | N |
| Utility, minor                                                  | P | P | P | P | P | P | P | P |
| Commercial uses:                                                |   |   |   |   |   |   |   |   |
| Agricultural sales and service                                  | N | N | N | N | N | N | N | N |
| Animal hospital                                                 | N | N | N | N | N | N | N | N |
| Bail bond service                                               | N | N | N | N | N | N | N | N |
| Bank or financial institution                                   | N | N | N | N | N | N | N | N |
| Bed and breakfast, home                                         | P | P | P | P | N | N | N | N |
| Bed and breakfast inn                                           | N | N | N | N | N | N | N | N |
| Business equipment rental, services, and supplies               | N | N | N | N | N | N | N | N |

|                                                                 |   |   |   |   |   |   |   |   |
|-----------------------------------------------------------------|---|---|---|---|---|---|---|---|
| Car wash                                                        | N | N | N | N | N | N | N | N |
| Club, private                                                   | N | N | N | N | N | N | N | N |
| Construction sales and service                                  | N | N | N | N | N | N | N | N |
| Convenience store                                               | N | N | N | N | N | N | N | N |
| Family child daycare facility <sup>2</sup>                      | P | P | P | P | P | P | P | P |
| Family child group daycare facility <sup>2</sup>                | C | C | C | C | C | C | C | C |
| Family child residential certificate care facility <sup>2</sup> | P | P | P | P | P | P | P | P |
| Family childcare center                                         | N | N | N | N | N | N | N | N |
| Funeral home                                                    | N | N | N | N | N | N | N | N |
| Garden center                                                   | N | N | N | N | N | N | N | N |
| Gas and fuel, storage and sales                                 | N | N | N | N | N | N | N | N |
| Gasoline service station                                        | N | N | N | N | N | N | N | N |
| Hostel                                                          | N | N | N | N | N | N | N | N |
| Hotel                                                           | N | N | N | N | N | N | N | N |
| Kennel                                                          | N | N | N | N | N | N | N | N |
| Kennel, residential                                             | P | P | P | P | P | P | P | P |
| Laundry or dry cleaning, limited                                | N | N | N | N | N | N | N | N |
| Liquor store                                                    | N | N | N | N | N | N | N | N |
| Media service                                                   | N | N | N | N | N | N | N | N |
| Medical or dental laboratory                                    | N | N | N | N | N | N | N | N |
| Medical service                                                 | N | N | N | N | N | N | N | N |
| Motel                                                           | N | N | N | N | N | N | N | N |
| Office, general                                                 | N | N | N | N | N | N | N | N |
| Parking garage, public                                          | N | N | N | N | N | N | N | N |
| Parking lot, public                                             | N | N | N | N | N | N | N | N |
| Pawnshop                                                        | N | N | N | N | N | N | N | N |
| Personal care service, home based <sup>2</sup>                  | P | P | P | P | P | P | P | P |
| Personal instruction service, home based <sup>2</sup>           | P | P | P | P | P | P | P | P |
| Printing and copying, limited                                   | N | N | N | N | N | N | N | N |
| Printing, general                                               | N | N | N | N | N | N | N | N |
| Produce stand                                                   | N | N | N | N | N | N | N | N |
| Recreation and entertainment, indoor                            | N | N | N | N | N | N | N | N |

|                                           |                                                  |   |   |   |   |   |   |   |
|-------------------------------------------|--------------------------------------------------|---|---|---|---|---|---|---|
| Recreation and entertainment, outdoor     | N                                                | N | N | N | N | N | N | N |
| Recreational vehicle park                 | N                                                | N | N | N | N | N | N | P |
| Repair service                            | N                                                | N | N | N | N | N | N | N |
| Research service                          | N                                                | N | N | N | N | N | N | N |
| Residential hosting facility <sup>4</sup> | P                                                | P | P | P | N | N | N | N |
| Restaurant, fast food                     | N                                                | N | N | N | N | N | N | N |
| Restaurant, general                       | N                                                | N | N | N | N | N | N | N |
| Retail, general                           | N                                                | N | N | N | N | N | N | N |
| Secondhand store                          | N                                                | N | N | N | N | N | N | N |
| Shopping center                           | N                                                | N | N | N | N | N | N | N |
| Tattoo establishment                      | N                                                | N | N | N | N | N | N | N |
| Tavern                                    | N                                                | N | N | N | N | N | N | N |
| Temporary trailer                         | P                                                | P | P | P | P | P | P | P |
| Transportation service                    | N                                                | N | N | N | N | N | N | N |
| Vehicle and equipment rental or sale      | N                                                | N | N | N | N | N | N | N |
| Vehicle and equipment repair, general     | N                                                | N | N | N | N | N | N | N |
| Vehicle repair, limited                   | N                                                | N | N | N | N | N | N | N |
| Veterinary service                        | N                                                | N | N | N | N | N | N | N |
| Warehouse, self-service storage           | N                                                | N | N | N | N | N | N | N |
| Wireless telecommunication facility       | See section 10-50-5, table 10-50-1 of this title |   |   |   |   |   |   |   |
| Industrial uses:                          |                                                  |   |   |   |   |   |   |   |
| Automobile wrecking yard                  | N                                                | N | N | N | N | N | N | N |
| Freight terminal                          | N                                                | N | N | N | N | N | N | N |
| Heavy industry                            | N                                                | N | N | N | N | N | N | N |
| Junk or salvage yard                      | N                                                | N | N | N | N | N | N | N |
| Laundry services                          | N                                                | N | N | N | N | N | N | N |
| Manufacturing, general                    | N                                                | N | N | N | N | N | N | N |
| Manufacturing, limited                    | N                                                | N | N | N | N | N | N | N |
| Mineral extraction                        | N                                                | N | N | N | N | N | N | N |
| Wholesale and warehousing, general        | N                                                | N | N | N | N | N | N | N |
| Wholesale and warehousing, limited        | N                                                | N | N | N | N | N | N | N |

#### Notes

1. See chapter 46 of this title.
2. See chapter 42 of this title.



3. See section 10-37-15 of this title for permitted animals and fowl.
4. See licensing and operations requirements in title 10 chapter 51 of this code. Licenses existing before the effective date of Ord. 2023-20 shall remain in effect, subject to the requirements of Title 10 Chapter 51.

B. *Accessory uses.* Permitted and conditional uses set forth in table [10-13-1](#) of this section shall be deemed to include accessory uses and activities that are necessarily and customarily associated with and incidental and subordinate to such uses.1.

1. Accessory uses shall be subject to the same regulations that apply to permitted and conditional uses in the same zone except as otherwise expressly provided in this title.
2. No accessory use, building, or structure shall be allowed on a lot unless a permitted or conditional use has been established.
3. Accessory uses in residential zones shall include, but not be limited to, the following:
  - Garage sales, subject to applicable standards of [chapter 48](#), temporary uses, of this title.
  - Garages and off street parking areas, subject to applicable standards of [chapter 34](#), off street parking and loading, of this title.
  - Hobby activities when conducted by an occupant of the premises solely for personal enjoyment, amusement, or recreation and which does not conflict with any other City ordinance.
  - Home based businesses, subject to applicable standards of [chapter 42](#), home based businesses, of this title.
  - Household pets.
  - Nurseries and greenhouses, when used for family food production.
  - Playhouses, patios, porches, gazebos, and incidental storage buildings.
  - Swimming pools and hot tubs for use by residents and their guests.

**BE IT HEREBY FURTHER ORDAINED** by the City Council of Hurricane, Utah that Title 10, Chapter 14, Section 3 be amended within Hurricane City Code to read as follows:

**Sec. 10-14-3. Uses allowed.**

- A. *Permitted and conditional uses.* Permitted and conditional uses allowed within residential agriculture zones shall be as set forth in table 10-14-1 of this section. Permitted and conditional uses are indicated by a “P” or “C,” respectively, in the appropriate column. Uses not permitted are indicated by “N.” Any use not shown on table 10-14-1 of this section shall be prohibited unless the Zoning Administrator determines the use is substantially the same as a permitted or conditional use as provided in subsection 10-7-18E4 of this title.

TABLE 10-14-1  
PERMITTED AND CONDITIONAL USES ALLOWED IN  
RESIDENTIAL AGRICULTURE ZONES

| Use                                                             | Zones |                |
|-----------------------------------------------------------------|-------|----------------|
|                                                                 | RA-1  | RA-.5          |
| Agricultural uses:                                              |       |                |
| Agricultural business                                           | P     | N              |
| Agricultural industry                                           | N     | N              |
| Agriculture                                                     | P     | P              |
| Animal specialties                                              | P     | P              |
| Animals and fowl for recreation and family food production      | P     | P <sup>3</sup> |
| Stable, private                                                 | P     | P              |
| Residential uses:                                               |       |                |
| Assisted living facility                                        | P     | P              |
| Boarding house                                                  | N     | N              |
| Building, accessory                                             | P     | P              |
| Dwelling, earth sheltered                                       | P     | P              |
| Dwelling, multiple-family                                       | N     | N              |
| Dwelling, single-family                                         | P     | P              |
| Dwelling, single-family with single accessory dwelling unit     | P     | P              |
| Dwelling, temporary                                             | P     | P              |
| Dwelling, two-family                                            | N     | N              |
| Guesthouse                                                      | P     | P              |
| Manufactured home                                               | P     | P              |
| Manufactured/mobile home park                                   | N     | N              |
| Manufactured/mobile home subdivision                            | N     | N              |
| Protective housing facility                                     | P     | P              |
| Residential facility for elderly persons <sup>1</sup>           | P     | P              |
| Residential facility for persons with a disability <sup>1</sup> | P     | P              |
| Residential facility for troubled youth                         | C     | C              |

|                                                          |                                                  |   |
|----------------------------------------------------------|--------------------------------------------------|---|
| Short term rental                                        | N                                                | N |
| Public and civic uses:                                   |                                                  |   |
| Auditorium or stadium                                    | N                                                | N |
| Cemetery                                                 | P                                                | P |
| Church or place of worship                               | P                                                | P |
| Club or service organization                             | N                                                | N |
| Convalescent care facility                               | N                                                | N |
| Cultural service                                         | P                                                | P |
| Golf course                                              | P                                                | P |
| Hospital                                                 | N                                                | N |
| Park                                                     | P                                                | P |
| Protective service                                       | P                                                | P |
| Reception center                                         | C                                                | C |
| Stable, public                                           | P                                                | N |
| Utility, minor                                           | P                                                | P |
| Utility substation                                       | P                                                | P |
| Commercial uses:                                         |                                                  |   |
| Agricultural sales and service                           | N                                                | N |
| Animal hospital                                          | P                                                | P |
| Bed and breakfast, home                                  | P                                                | P |
| Bed and breakfast inn                                    | N                                                | N |
| Garden center                                            | N                                                | N |
| Kennel, residential                                      | P                                                | P |
| Licensed family child care <sup>2</sup>                  | P                                                | P |
| Media service                                            | N                                                | N |
| Personal care service, home based <sup>2</sup>           | P                                                | P |
| Personal instruction service, home based <sup>2</sup>    | P                                                | P |
| Produce stand                                            | P                                                | P |
| Recreational vehicle park                                | N                                                | N |
| Residential certificate child care facility <sup>2</sup> | P                                                | P |
| Residential hosting facility <sup>4</sup>                | P                                                | P |
| Temporary trailer                                        | P                                                | P |
| Veterinary service                                       | N                                                | N |
| Warehouse, self-service storage                          | N                                                | N |
| Wireless telecommunication facility                      | See section 10-50-5, table 10-50-1 of this title |   |

#### Notes

1. See chapter 46 of this title.
2. See chapter 42 of this title.
3. See section 10-37-15 of this title for permitted animals and fowl.



4. See licensing and operations requirements in 10 Chapter 51 of this code title. Licenses existing before the effective date of Ord. 2023-20 shall remain in effect, subject to the requirements of Title 10 Chapter 51.
- B. *Accessory uses.* Permitted and conditional uses set forth in table 10-14-1 of this section shall be deemed to include accessory uses and activities that are necessarily and customarily associated with and incidental and subordinate to such uses.
  1. Accessory uses shall be subject to the same regulations that apply to permitted and conditional uses in the same zone except as otherwise expressly provided in this title.
  2. No accessory use, building, or structure shall be allowed on a lot unless a permitted or conditional use has been established.
  3. Accessory uses in residential agriculture zones shall include, but not be limited to, the following:

Garage sales, subject to applicable standards of chapter 48, temporary uses, of this title.

Garages and off street parking areas, subject to applicable standards of chapter 34, off street parking and loading, of this title.

Hobby activities when conducted by an occupant of the premises solely for personal enjoyment, amusement, or recreation and which does not conflict with any other City ordinance.

Home based businesses, subject to applicable standards of chapter 42, home based businesses, of this title.

Household pets.

Nurseries and greenhouses.

Playhouses, patios, porches, gazebos, and incidental storage buildings.

Swimming pools and hot tubs for use by residents and their guests.

**BE IT HEREBY FURTHER ORDAINED** by the City Council of Hurricane, Utah, that Title 10, Chapter 51, Section 13 be amended within Hurricane City Code to read as follows:

**Sec. 10-51-13. Whole home vacation rentals and other short-term rental standards.**

- A. Regulations and restrictions imposed by this section are in recognition of the premise that short-term rentals provide lodging for a transient population that may or may not honor neighborhood mores or exhibit neighborly consideration to the same extent as permanent residents. The requirements listed in subsection D of this section are based on a desire to maintain the overall residential character of neighborhoods and the purpose of single-family residential zones to promote safe locations for residential uses.
- B. *Business license required.* No dwelling in any permitted zone shall be occupied or used as short-term rental until such time that the owner has obtained a business license issued in accordance with the provisions of this section.

- C. *Conditions for issuance of a business license for a short-term rental.* Issuance of a short-term rental business license by the Business License Officer shall be subject to the following:
1. A complete application for a short-term rental business license shall have been submitted in accordance with section 3-1-5, and which shall also include:
    - a. The name, address, and phone number of the owner or other person designated by the owner as the property manager who shall be responsible for ensuring compliance with the rules and regulations specified in this section, and
    - b. A valid state tax number for remittance of transient lodging taxes.
  2. The dwelling unit for which the business license is sought shall be located in a permitted zone according to this title, have been built to meet building and fire codes for transient occupancy, and have been issued a certificate of occupancy.
  3. Portions of a single-family dwelling may not be used as a short-term rental unless located within a recreation resort zone or appropriately licensed as a residential hosting facility in accordance with the regulations for that use. A whole home vacation rental and a residential hosting facility located in a residential zone may not be located in the same single-family dwelling.
  4. In permitted single-family zones, the owner of a single-family dwelling for which a short-term rental business license is sought shall not hold a business license to operate another short-term rental within the City limits. For purposes of this subsection, "owner" means any individual, corporation, partnership, limited liability company, trust or other entity which has a legal or equitable ownership interest in the single-family dwelling, or any individual who has an ownership or beneficial interest in any corporation, partnership, limited liability company, trust, or other entity which has a legal or equitable ownership interest in the single-family dwelling.
- D. *Prohibition of additional whole home vacation rental licenses within single-family zones as described in Title 10, Chapters 13 and 14 of this Code.*
1. From the effective date of this ordinance, no new or additional whole home vacation rentals shall be permitted or licensed within any single-family zones as described in Title 10, Chapters 13 and 14 of this Code.
  2. Whole home vacation rentals with current, valid business licenses shall be permitted to continue to operate and to receive annual renewals of the business licenses, subject to the requirements and conditions of this Section and all City, State, and Federal rules, regulations, laws, and statutes.
  3. In the event of a sale or other transfer of property for which the owner holds a current, valid business license to operate a whole home vacation rental, the purchaser or transferee of the property shall apply for a new license within 45 days of the date of purchase or transfer. If the purchaser or transferee fails to submit a complete business license application within 45 days of the date of purchase or transfer, or if the applicant fails to complete the licensing process within six months after submitting the application, the purchaser or transferee shall not be issued a whole home vacation rental business license.

4. The revocation of a whole home vacation rental business license by the City Council pursuant to this Code shall terminate any rights of the license holder to operate a whole home vacation at the property.
- E. *Parking regulations.* The following parking regulations apply to property licensed as a whole home vacation rental:
1. No tenant, guest, or other person visiting a whole home vacation rental shall park on a public street.
  2. Off-street parking shall be provided on the same lot as the dwelling that is licensed as a whole home vacation rental.
  3. Off-street parking shall be provided at one vehicle per bedroom. Tandem spaces on a driveway may be used.
  4. No off-street parking space may be located in front of the living area of the dwelling unless there is a circular driveway.
  5. The number of vehicles permitted for the occupants of a whole home vacation rental shall be restricted to the number of off-street parking spaces provided by the owner.
  6. No tenant, guest, or other person visiting a whole home vacation rental shall park or allow to be parked recreational vehicles or trailers of any kind on the public street.
  7. Owner shall supply a parking plan that complies with this section with the business license application.

**NOW THEREFORE, BE IT ORDAINED BY THE HURRICANE CITY COUNCIL OF HURRICANE CITY, UTAH THAT:**

All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.

Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Hurricane City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.

PASSED AND APPROVED this 2nd day of November, 2023

Hurricane City

\_\_\_\_\_  
Nanette Billings, Mayor

Attest:

\_\_\_\_\_  
Cindy Beteag, City Recorder

The foregoing Ordinance was presented at a regular meeting of the Hurricane City Council held at the Hurricane City Office Building on the 2<sup>nd</sup> day of November, 2023. Whereupon a motion to adopt and approve said Resolution was made by \_\_\_\_\_ and seconded by \_\_\_\_\_. A roll call vote was then taken with the following results:

|               | Yea   | Nay   | Abstain | Absent |
|---------------|-------|-------|---------|--------|
| Joseph Prete  | _____ | _____ | _____   | _____  |
| David Sanders | _____ | _____ | _____   | _____  |
| David Hirschi | _____ | _____ | _____   | _____  |
| Kevin Thomas  | _____ | _____ | _____   | _____  |
| Doug Heideman | _____ | _____ | _____   | _____  |

\_\_\_\_\_  
Cindy Beteag, Recorder



### Sec. 10-51-13. Whole home vacation rentals and other short-term rental standards.

- A. Regulations and restrictions imposed by this section are in recognition of the premise that short-term rentals provide lodging for a transient population that may or may not honor neighborhood mores or exhibit neighborly consideration to the same extent as permanent residents. ~~Separation requirements listed in subsection C of this section and total license limits~~The requirements listed in subsection D of this section are based on a desire to maintain the overall residential character of neighborhoods and the purpose of single-family residential zones to promote safe locations for residential uses.
- B. *Business license required.* No dwelling in any permitted zone shall be occupied or used as short-term rental until such time that the owner has obtained a business license issued in accordance with the provisions of this section.
- C. *Conditions for issuance of a business license for a short-term rental.* Issuance of a short-term rental business license by the Business License Officer shall be subject to the following:
1. A complete application for a short-term rental business license shall have been submitted in accordance with section 3-1-5, and which shall also include:
    - a. The name, address, and phone number of the owner or other person designated by the owner as the property manager who shall be responsible for ensuring compliance with the rules and regulations specified in this section, and
    - b. A valid state tax number for remittance of transient lodging taxes.
  2. The dwelling unit for which the business license is sought shall be located in a permitted zone according to this title, have been built to meet building and fire codes for transient occupancy, and have been issued a certificate of occupancy.
  3. Portions of a single-family dwelling may not be used as a short-term rental unless located within a recreation resort zone or appropriately licensed as a residential hosting facility in accordance with the regulations for that use. A whole home vacation rental and a residential hosting facility located in a residential zone may not be located in the same single-family dwelling.
  4. In permitted single-family zones, the owner of a single-family dwelling for which a short-term rental business license is sought shall not hold a business license to operate another short-term rental within the City limits. For purposes of this subsection, "owner" means any individual, corporation, partnership, limited liability company, trust or other entity which has a legal or equitable ownership interest in the single-family dwelling, or any individual who has an ownership or beneficial interest in any corporation, partnership, limited liability company, trust, or other entity which has a legal or equitable ownership interest in the single-family dwelling.
  5. ~~In permitted single-family zones, a whole home vacation rental license shall not be issued if there is another licensed whole home vacation rental property located within 300 feet, as measured along the same street or around the corner, of the front property line corners of the property where the proposed whole home vacation rental license is being sought.~~
- D. ~~Limit on the total number~~*Prohibition of additional whole home vacation rental licenses within single-family zones as contained described in Title 10, Chapters 13 and 14 of this Code.*
1. ~~From the effective date of this ordinance, no new or additional whole home vacation rentals shall be permitted or licensed within any single-family zones as described in Title 10, Chapters 13 and 14 of this Code.~~
  2. ~~Whole home vacation rentals with current, valid business licenses shall be permitted to continue to operate and to receive annual renewals of the business licenses, subject to the requirements and conditions of this Section and all City, State, and Federal rules, regulations, laws, and statutes.~~

**Commented [1]:** Made unnecessary by prohibiting any additional whole home vacation rentals.

**Commented [2]:** The table in Section 10-13-3 needs to be revised to show a "Whole home vacation rental" as a non-permitted use. Right now the table says "short term rental" is a permitted use in single family zones, but the definition is broad and includes all types of transient lodging facilities except for hotels and motels. The table needs to distinguish between prohibited Whole home vacation rentals and permitted residential hosting.

**Commented [3]:** The table in Section 10-14-3 needs to be revised to show a "Whole home vacation rental" as a non-permitted use. Right now the table says "short term rental" is a permitted use in RA zones, but the definition is broad and includes all types of transient lodging facilities except for hotels and motels. The table needs to distinguish between prohibited Whole home vacation rentals and permitted residential hosting.

**Commented [4]:** The definition of Whole home vacation rental in Section 10-3-4 needs to be changed to: Whole home vacation rental means a form of a transient lodging facility specifically classified as an entire single family residential structure that is located in a single family zone, is rented out on a short-term basis, and is not owner-occupied. Whole home vacation rentals are located in a single family zone as identified in chapters 10-13 and 10-14 of this Code, are not a conforming use under the current Code, and are managed locally.

3. Business licenses for whole home vacation rentals held by individuals and entities shall not be transferred. Regarding business licenses for whole home vacation rentals held by corporations, companies, partnerships, or other non-corporate entities, the transfer of more than fifty percent (50%) of the entities' controlling shall constitute a transfer of the license and shall make the entities' business license immediately null and void. Business licenses for Whole home vacation rentals were approved for specific properties and may not be moved to a different property or location.
4. The revocation of a whole home vacation rental business license by the City Council pursuant to this Code shall terminate any rights of the license holder to operate a whole home vacation at the property.

The total number of whole home vacation rental business licenses issued within single family zones shall be limited in accordance with the following:

1. The maximum number of whole home vacation rental business licenses for properties in single-family zones to be issued shall be based on the City's total population, allowing three licenses for every 1,000 people of the total population.
  2. The total number of licenses available each year shall be recalculated based on an estimated population derived by adding the total number of new dwelling units times 2.779 residents per unit to the prior year's base population. The City shall readjust the population numbers every ten years after the release of the census numbers. If the census numbers are lower than the City's projection, the City shall not revoke any issued license but shall not issue any additional licenses until the City population justifies additional license availability.
  3. If, after the maximum number of licenses has been issued, an application meeting all other requirements for issuance of a license is received, the application shall be placed on a waiting list in order of the date of receipt. No fees will be due until a license becomes available. When a license becomes available, the first applicant on the waiting list shall be notified of the license availability, and the applicant shall have 45 days from the date of such notice to file a complete application and pay the filing fee, and six months thereafter to complete the licensing process. In the event that the applicant fails to file a complete application and filing fee within said 45 days, or fails to complete the licensing process within said six months, the application shall be deemed to have expired, and the next applicant will be notified of the license availability, and the same procedure shall apply.
  4. In the event of a sale or other transfer of any property containing a dwelling licensed as a whole home vacation rental, the purchaser or transferee of the property is permitted to continue to use the property as a whole home vacation rental, but the purchaser or transferee shall be required to apply for a new license within 45 days of the date of purchase or transfer. In the event that the purchaser or transferee fails to apply for a new license within said 45 days, the license and ability to use the property as a whole home vacation rental will be forfeited, and the owner must reapply for any available license or be placed on the waiting list.
- E. *Parking regulations.* The following parking regulations apply to property licensed as a whole home vacation rental:
1. No tenant, guest, or other person visiting a whole home vacation rental shall park on a public street.
  2. Off-street parking shall be provided on the same lot as the dwelling that is licensed as a whole home vacation rental.
  3. Off-street parking shall be provided at one vehicle per bedroom. Tandem spaces on a driveway may be used.
  4. No off-street parking space may be located in front of the living area of the dwelling unless there is a circular driveway.

5. The number of vehicles permitted for the occupants of a whole home vacation rental shall be restricted to the number of off-street parking spaces provided by the owner.
6. No tenant, guest, or other person visiting a whole home vacation rental shall park or allow to be parked recreational vehicles or trailers of any kind on the public street.
7. Owner shall supply a parking plan that complies with this section with the business license application.

(Ord. No. 2022-62 , 2-16-2023)

### Sec. 10-51-13. Whole home vacation rentals and other short-term rental standards.

- A. Regulations and restrictions imposed by this section are in recognition of the premise that short-term rentals provide lodging for a transient population that may or may not honor neighborhood mores or exhibit neighborly consideration to the same extent as permanent residents. ~~Separation requirements listed in subsection C of this section and total license limits~~The requirements listed in subsection D of this section are based on a desire to maintain the overall residential character of neighborhoods and the purpose of single-family residential zones to promote safe locations for residential uses.
- B. *Business license required.* No dwelling in any permitted zone shall be occupied or used as short-term rental until such time that the owner has obtained a business license issued in accordance with the provisions of this section.
- C. *Conditions for issuance of a business license for a short-term rental.* Issuance of a short-term rental business license by the Business License Officer shall be subject to the following:
1. A complete application for a short-term rental business license shall have been submitted in accordance with section 3-1-5, and which shall also include:
    - a. The name, address, and phone number of the owner or other person designated by the owner as the property manager who shall be responsible for ensuring compliance with the rules and regulations specified in this section, and
    - b. A valid state tax number for remittance of transient lodging taxes.
  2. The dwelling unit for which the business license is sought shall be located in a permitted zone according to this title, have been built to meet building and fire codes for transient occupancy, and have been issued a certificate of occupancy.
  3. Portions of a single-family dwelling may not be used as a short-term rental unless located within a recreation resort zone or appropriately licensed as a residential hosting facility in accordance with the regulations for that use. A whole home vacation rental and a residential hosting facility located in a residential zone may not be located in the same single-family dwelling.
  4. In permitted single-family zones, the owner of a single-family dwelling for which a short-term rental business license is sought shall not hold a business license to operate another short-term rental within the City limits. For purposes of this subsection, "owner" means any individual, corporation, partnership, limited liability company, trust or other entity which has a legal or equitable ownership interest in the single-family dwelling, or any individual who has an ownership or beneficial interest in any corporation, partnership, limited liability company, trust, or other entity which has a legal or equitable ownership interest in the single-family dwelling.
  5. ~~In permitted single-family zones, a whole home vacation rental license shall not be issued if there is another licensed whole home vacation rental property located within 300 feet, as measured along the same street or around the corner, of the front property line corners of the property where the proposed whole home vacation rental license is being sought.~~
- D. ~~Limit on the total number~~*Prohibition of additional whole home vacation rental licenses within single-family zones as contained described in Title 10, Chapters 13 and 14 of this Code.*
1. ~~From the effective date of this ordinance, no new or additional whole home vacation rentals shall be permitted or licensed within any single-family zones as described in Title 10, Chapters 13 and 14 of this Code.~~
  2. ~~Whole home vacation rentals with current, valid business licenses shall be permitted to continue to operate and to receive annual renewals of the business licenses, subject to the requirements and conditions of this Section and all City, State, and Federal rules, regulations, laws, and statutes.~~

**Commented [DH1]:** Made unnecessary by prohibiting any additional whole home vacation rentals.

**Commented [DH2]:** The table in Section 10-13-3 needs to be revised to show a "Whole home vacation rental" as a non-permitted use. Right now the table says "short term rental" is a permitted use in single family zones, but the definition is broad and includes all types of transient lodging facilities except for hotels and motels. The table needs to distinguish between prohibited Whole home vacation rentals and permitted residential hosting.

**Commented [DH3]:** The table in Section 10-14-3 needs to be revised to show a "Whole home vacation rental" as a non-permitted use. Right now the table says "short term rental" is a permitted use in RA zones, but the definition is broad and includes all types of transient lodging facilities except for hotels and motels. The table needs to distinguish between prohibited Whole home vacation rentals and permitted residential hosting.

**Commented [DH4]:** The definition of Whole home vacation rental in Section 10-3-4 needs to be changed to: Whole home vacation rental means a form of a transient lodging facility specifically classified as an entire single family residential structure that is located in a single family zone, is rented out on a short-term basis, and is not owner-occupied. Whole home vacation rentals are located in a single family zone as identified in chapters 10-13 and 10-14 of this Code, are not a conforming use under the current Code, and are managed locally.



3. In the event of a sale or other transfer of property for which the owner holds a current, valid business license to operate a whole home vacation rental, the purchaser or transferee of the property shall apply for a new license within 45 days of the date of purchase or transfer. If the purchaser or transferee fails to submit a complete business license application within 45 days of the date of purchase or transfer, or if the applicant fails to complete the licensing process within six months after submitting the application, the purchaser or transferee shall not be issued a whole home vacation rental business license.
4. The revocation of a whole home vacation rental business license by the City Council pursuant to this Code shall terminate any rights of the license holder to operate a whole home vacation at the property.

The total number of whole home vacation rental business licenses issued within single-family zones shall be limited in accordance with the following:

1. The maximum number of whole home vacation rental business licenses for properties in single-family zones to be issued shall be based on the City's total population, allowing three licenses for every 1,000 people of the total population.
2. The total number of licenses available each year shall be recalculated based on an estimated population derived by adding the total number of new dwelling units times 2.779 residents per unit to the prior year's base population. The City shall readjust the population numbers every ten years after the release of the census numbers. If the census numbers are lower than the City's projection, the City shall not revoke any issued license but shall not issue any additional licenses until the City population justifies additional license availability.
3. If, after the maximum number of licenses has been issued, an application meeting all other requirements for issuance of a license is received, the application shall be placed on a waiting list in order of the date of receipt. No fees will be due until a license becomes available. When a license becomes available, the first applicant on the waiting list shall be notified of the license availability, and the applicant shall have 45 days from the date of such notice to file a complete application and pay the filing fee, and six months thereafter to complete the licensing process. In the event that the applicant fails to file a complete application and filing fee within said 45 days, or fails to complete the licensing process within said six months, the application shall be deemed to have expired, and the next applicant will be notified of the license availability, and the same procedure shall apply.
4. In the event of a sale or other transfer of any property containing a dwelling licensed as a whole home vacation rental, the purchaser or transferee of the property is permitted to continue to use the property as a whole home vacation rental, but the purchaser or transferee shall be required to apply for a new license within 45 days of the date of purchase or transfer. In the event that the purchaser or transferee fails to apply for a new license within said 45 days, the license and ability to use the property as a whole home vacation rental will be forfeited, and the owner must reapply for any available license or be placed on the waiting list.

E. *Parking regulations.* The following parking regulations apply to property licensed as a whole home vacation rental:

1. No tenant, guest, or other person visiting a whole home vacation rental shall park on a public street.
2. Off-street parking shall be provided on the same lot as the dwelling that is licensed as a whole home vacation rental.
3. Off-street parking shall be provided at one vehicle per bedroom. Tandem spaces on a driveway may be used.
4. No off-street parking space may be located in front of the living area of the dwelling unless there is a circular driveway.

5. The number of vehicles permitted for the occupants of a whole home vacation rental shall be restricted to the number of off-street parking spaces provided by the owner.
6. No tenant, guest, or other person visiting a whole home vacation rental shall park or allow to be parked recreational vehicles or trailers of any kind on the public street.
7. Owner shall supply a parking plan that complies with this section with the business license application.

(Ord. No. 2022-62 , 2-16-2023)

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**Sec. 10-13-3. Uses allowed.**

- A. *Permitted and conditional uses.* Permitted and conditional uses allowed within residential zones shall be as set forth in table 10-13-1 of this section. Permitted and conditional uses are indicated by a "P" or "C", respectively, in the appropriate column. Uses not permitted are indicated by "N." Any use not shown on table 10-13-1 of this section shall be prohibited unless the Zoning Administrator determines the use is substantially the same as a permitted or conditional use as provided in subsection 10-7-18E4 of this title.

TABLE 10-13-1  
PERMITTED AND CONDITIONAL USES ALLOWED IN RESIDENTIAL ZONES

| Use                                                         | Zones |       |      |      |      |      |      |       |
|-------------------------------------------------------------|-------|-------|------|------|------|------|------|-------|
|                                                             | R1-15 | R1-10 | R1-8 | R1-6 | RM-1 | RM-2 | RM-3 | MH/RV |
| Agricultural uses:                                          |       |       |      |      |      |      |      |       |
| Accessory building                                          | P     | P     | P    | P    | P    | P    | P    | P     |
| Agricultural business                                       | N     | N     | N    | N    | N    | N    | N    | N     |
| Agricultural industry                                       | N     | N     | N    | N    | N    | N    | N    | N     |
| Agriculture                                                 | N     | N     | N    | N    | N    | N    | N    | N     |
| Agriculture residential                                     | P     | P     | P    | P    | P    | P    | P    | P     |
| Animal specialties                                          | P     | P     | N    | N    | N    | N    | N    | N     |
| Animals and fowl for recreation and family food production  | P3/C  | P3/C  | P3   | P3   | N    | N    | N    | N     |
| Stable, private                                             | N     | N     | N    | N    | N    | N    | N    | N     |
| Residential uses:                                           |       |       |      |      |      |      |      |       |
| Assisted living facility                                    | C     | C     | C    | C    | N    | N    | N    | N     |
| Boarding house                                              | N     | N     | N    | N    | N    | N    | N    | N     |
| Building, accessory                                         | P     | P     | P    | P    | P    | P    | P    | P     |
| Dwelling, earth sheltered                                   | P     | P     | P    | P    | P    | P    | P    | N     |
| Dwelling, multiple-family                                   | N     | N     | N    | N    | P    | P    | P    | N     |
| Dwelling, single-family                                     | P     | P     | P    | P    | P    | P    | P    | P     |
| Dwelling, single-family with single accessory dwelling unit | P     | P     | P    | P    | N    | N    | N    | N     |
| Dwelling, temporary                                         | P     | P     | P    | P    | P    | P    | P    | P     |
| Dwelling, two-family                                        | N     | N     | N    | N    | P    | P    | P    | N     |
| Guesthouse or casita                                        | P     | P     | P    | N    | N    | N    | N    | N     |
| Manufactured home                                           | P     | P     | P    | P    | N    | N    | N    | P     |
| Manufactured/mobile home park                               | N     | N     | N    | N    | N    | N    | N    | P     |
| Manufactured/mobile home subdivision                        | N     | N     | N    | N    | N    | N    | N    | P     |
| Protective housing facility                                 | N     | N     | N    | N    | N    | N    | N    | N     |
| Rehabilitation/treatment facility                           | N     | N     | N    | N    | N    | N    | N    | N     |
| Residential facility for elderly persons <sup>1</sup>       | P     | P     | P    | P    | P    | P    | P    | P     |

Created: 2023-10-02 09:53:46 [EST]

(Supp. No. 2, Update 3)



|                                                                 |           |           |           |   |   |   |   |   |
|-----------------------------------------------------------------|-----------|-----------|-----------|---|---|---|---|---|
| Residential facility for persons with a disability <sup>1</sup> | P         | P         | P         | P | P | P | P | P |
| Residential facility for troubled youth                         | N         | N         | N         | N | N | N | N | N |
| Short term rental <sup>4</sup>                                  | <u>NP</u> | <u>NP</u> | <u>NP</u> | N | N | N | N | N |
| Transitional housing facility                                   | N         | N         | N         | N | N | N | N | N |
| Public and civic uses:                                          |           |           |           |   |   |   |   |   |
| Airport                                                         | N         | N         | N         | N | N | N | N | N |
| Auditorium or stadium                                           | N         | N         | N         | N | N | N | N | N |
| Bus terminal                                                    | N         | N         | N         | N | N | N | N | N |
| Cemetery                                                        | P         | P         | P         | P | P | P | P | P |
| Church or place of worship                                      | P         | P         | P         | P | P | P | P | P |
| Club or service organization                                    | N         | N         | N         | N | N | N | N | N |
| College or university                                           | N         | N         | N         | N | N | N | N | N |
| Convalescent care facility                                      | N         | N         | N         | N | N | N | N | N |
| Correctional facility                                           | N         | N         | N         | N | N | N | N | N |
| Cultural service                                                | N         | N         | N         | N | N | N | N | N |
| Golf course                                                     | P         | P         | P         | P | P | P | P | P |
| Government service                                              | N         | N         | N         | N | N | N | N | N |
| Hospital                                                        | N         | N         | N         | N | N | N | N | N |
| Operations center                                               | N         | N         | N         | N | N | N | N | N |
| Park                                                            | P         | P         | P         | P | P | P | P | P |
| Post office                                                     | N         | N         | N         | N | N | N | N | N |
| Protective service                                              | P         | P         | P         | P | P | P | P | P |
| Reception center                                                | N         | N         | N         | N | N | N | N | N |
| School, elementary, middle, high or private                     | P         | P         | P         | P | P | P | P | P |
| School, vocational                                              | N         | N         | N         | N | N | N | N | N |
| Stable, public                                                  | N         | N         | N         | N | N | N | N | N |
| Utility, major                                                  | N         | N         | N         | N | N | N | N | N |
| Utility, minor                                                  | P         | P         | P         | P | P | P | P | P |
| Commercial uses:                                                |           |           |           |   |   |   |   |   |
| Agricultural sales and service                                  | N         | N         | N         | N | N | N | N | N |
| Animal hospital                                                 | N         | N         | N         | N | N | N | N | N |
| Bail bond service                                               | N         | N         | N         | N | N | N | N | N |

|                                                                    |   |   |   |   |   |   |   |   |
|--------------------------------------------------------------------|---|---|---|---|---|---|---|---|
| Bank or financial institution                                      | N | N | N | N | N | N | N | N |
| Bed and breakfast, home                                            | P | P | P | P | N | N | N | N |
| Bed and breakfast inn                                              | N | N | N | N | N | N | N | N |
| Business equipment rental, services,<br>and supplies               | N | N | N | N | N | N | N | N |
| Car wash                                                           | N | N | N | N | N | N | N | N |
| Club, private                                                      | N | N | N | N | N | N | N | N |
| Construction sales and service                                     | N | N | N | N | N | N | N | N |
| Convenience store                                                  | N | N | N | N | N | N | N | N |
| Family child daycare facility <sup>2</sup>                         | P | P | P | P | P | P | P | P |
| Family child group daycare facility <sup>2</sup>                   | C | C | C | C | C | C | C | C |
| Family child residential certificate<br>care facility <sup>2</sup> | P | P | P | P | P | P | P | P |
| Family childcare center                                            | N | N | N | N | N | N | N | N |
| Funeral home                                                       | N | N | N | N | N | N | N | N |
| Garden center                                                      | N | N | N | N | N | N | N | N |
| Gas and fuel, storage and sales                                    | N | N | N | N | N | N | N | N |
| Gasoline service station                                           | N | N | N | N | N | N | N | N |
| Hostel                                                             | N | N | N | N | N | N | N | N |
| Hotel                                                              | N | N | N | N | N | N | N | N |
| Kennel                                                             | N | N | N | N | N | N | N | N |
| Kennel, residential                                                | P | P | P | P | P | P | P | P |
| Laundry or dry cleaning, limited                                   | N | N | N | N | N | N | N | N |
| Liquor store                                                       | N | N | N | N | N | N | N | N |
| Media service                                                      | N | N | N | N | N | N | N | N |
| Medical or dental laboratory                                       | N | N | N | N | N | N | N | N |
| Medical service                                                    | N | N | N | N | N | N | N | N |
| Motel                                                              | N | N | N | N | N | N | N | N |
| Office, general                                                    | N | N | N | N | N | N | N | N |
| Parking garage, public                                             | N | N | N | N | N | N | N | N |
| Parking lot, public                                                | N | N | N | N | N | N | N | N |
| Pawnshop                                                           | N | N | N | N | N | N | N | N |
| Personal care service, home based <sup>2</sup>                     | P | P | P | P | P | P | P | P |

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|                                                       |                                                  |   |   |   |   |   |   |   |
|-------------------------------------------------------|--------------------------------------------------|---|---|---|---|---|---|---|
| Personal instruction service, home based <sup>2</sup> | P                                                | P | P | P | P | P | P | P |
| Printing and copying, limited                         | N                                                | N | N | N | N | N | N | N |
| Printing, general                                     | N                                                | N | N | N | N | N | N | N |
| Produce stand                                         | N                                                | N | N | N | N | N | N | N |
| Recreation and entertainment, indoor                  | N                                                | N | N | N | N | N | N | N |
| Recreation and entertainment, outdoor                 | N                                                | N | N | N | N | N | N | N |
| Recreational vehicle park                             | N                                                | N | N | N | N | N | N | P |
| Repair service                                        | N                                                | N | N | N | N | N | N | N |
| Research service                                      | N                                                | N | N | N | N | N | N | N |
| Residential hosting facility <sup>4</sup>             | P                                                | P | P | P | N | N | N | N |
| Restaurant, fast food                                 | N                                                | N | N | N | N | N | N | N |
| Restaurant, general                                   | N                                                | N | N | N | N | N | N | N |
| Retail, general                                       | N                                                | N | N | N | N | N | N | N |
| Secondhand store                                      | N                                                | N | N | N | N | N | N | N |
| Shopping center                                       | N                                                | N | N | N | N | N | N | N |
| Tattoo establishment                                  | N                                                | N | N | N | N | N | N | N |
| Tavern                                                | N                                                | N | N | N | N | N | N | N |
| Temporary trailer                                     | P                                                | P | P | P | P | P | P | P |
| Transportation service                                | N                                                | N | N | N | N | N | N | N |
| Vehicle and equipment rental or sale                  | N                                                | N | N | N | N | N | N | N |
| Vehicle and equipment repair, general                 | N                                                | N | N | N | N | N | N | N |
| Vehicle repair, limited                               | N                                                | N | N | N | N | N | N | N |
| Veterinary service                                    | N                                                | N | N | N | N | N | N | N |
| Warehouse, self-service storage                       | N                                                | N | N | N | N | N | N | N |
| Wireless telecommunication facility                   | See section 10-50-5, table 10-50-1 of this title |   |   |   |   |   |   |   |
| Industrial uses:                                      |                                                  |   |   |   |   |   |   |   |
| Automobile wrecking yard                              | N                                                | N | N | N | N | N | N | N |
| Freight terminal                                      | N                                                | N | N | N | N | N | N | N |
| Heavy industry                                        | N                                                | N | N | N | N | N | N | N |
| Junk or salvage yard                                  | N                                                | N | N | N | N | N | N | N |
| Laundry services                                      | N                                                | N | N | N | N | N | N | N |
| Manufacturing, general                                | N                                                | N | N | N | N | N | N | N |
| Manufacturing, limited                                | N                                                | N | N | N | N | N | N | N |

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|                                    |   |   |   |   |   |   |   |   |
|------------------------------------|---|---|---|---|---|---|---|---|
| Mineral extraction                 | N | N | N | N | N | N | N | N |
| Wholesale and warehousing, general | N | N | N | N | N | N | N | N |
| Wholesale and warehousing, limited | N | N | N | N | N | N | N | N |

#### Notes

1. See chapter 46 of this title.
2. See chapter 42 of this title.
3. See section 10-37-15 of this title for permitted animals and fowl.
4. See licensing and operations requirements in ~~title 3 of this Code~~[title 10 chapter 51 of this code](#). [Licenses existing before the effective date of Ord. 2023-20 shall remain in effect, subject to the requirements of Title 10 Chapter 51.](#)

### Sec. 10-14-3. Uses allowed.

**10. A.** ~~Permitted and conditional uses.~~ Permitted and conditional uses allowed within residential agriculture zones shall be as set forth in table 10-14-1 of this section. Permitted and conditional uses are indicated by a "P" or "C," respectively, in the appropriate column. Uses not permitted are indicated by "N." Any use not shown on table 10-14-1 of this section shall be prohibited unless the Zoning Administrator determines the use is substantially the same as a permitted or conditional use as provided in subsection 10-7-18E4 of this title.

TABLE 10-14-1  
PERMITTED AND CONDITIONAL USES ALLOWED IN  
RESIDENTIAL AGRICULTURE ZONES

| Use                                                        | Zones |                |
|------------------------------------------------------------|-------|----------------|
|                                                            | RA-1  | RA-.5          |
| Agricultural uses:                                         |       |                |
| Agricultural business                                      | P     | N              |
| Agricultural industry                                      | N     | N              |
| Agriculture                                                | P     | P              |
| Animal specialties                                         | P     | P              |
| Animals and fowl for recreation and family food production | P     | p <sup>3</sup> |
| Stable, private                                            | P     | P              |
| Residential uses:                                          |       |                |
| Assisted living facility                                   | P     | P              |

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|                                                                 |    |    |
|-----------------------------------------------------------------|----|----|
| Boarding house                                                  | N  | N  |
| Building, accessory                                             | P  | P  |
| Dwelling, earth sheltered                                       | P  | P  |
| Dwelling, multiple-family                                       | N  | N  |
| Dwelling, single-family                                         | P  | P  |
| Dwelling, single-family with single accessory dwelling unit     | P  | P  |
| Dwelling, temporary                                             | P  | P  |
| Dwelling, two-family                                            | N  | N  |
| Guesthouse                                                      | P  | P  |
| Manufactured home                                               | P  | P  |
| Manufactured/mobile home park                                   | N  | N  |
| Manufactured/mobile home subdivision                            | N  | N  |
| Protective housing facility                                     | P  | P  |
| Residential facility for elderly persons <sup>1</sup>           | P  | P  |
| Residential facility for persons with a disability <sup>1</sup> | P  | P  |
| Residential facility for troubled youth                         | C  | C  |
| Short term rental <sup>4</sup>                                  | NP | NP |
| Public and civic uses:                                          |    |    |
| Auditorium or stadium                                           | N  | N  |
| Cemetery                                                        | P  | P  |
| Church or place of worship                                      | P  | P  |
| Club or service organization                                    | N  | N  |
| Convalescent care facility                                      | N  | N  |
| Cultural service                                                | P  | P  |
| Golf course                                                     | P  | P  |
| Hospital                                                        | N  | N  |
| Park                                                            | P  | P  |
| Protective service                                              | P  | P  |
| Reception center                                                | C  | C  |
| Stable, public                                                  | P  | N  |
| Utility, minor                                                  | P  | P  |
| Utility substation                                              | P  | P  |
| Commercial uses:                                                |    |    |

|                                                          |                                                  |   |
|----------------------------------------------------------|--------------------------------------------------|---|
| Agricultural sales and service                           | N                                                | N |
| Animal hospital                                          | P                                                | P |
| Bed and breakfast, home                                  | P                                                | P |
| Bed and breakfast inn                                    | N                                                | N |
| Garden center                                            | N                                                | N |
| Kennel, residential                                      | P                                                | P |
| Licensed family child care <sup>2</sup>                  | P                                                | P |
| Media service                                            | N                                                | N |
| Personal care service, home based <sup>2</sup>           | P                                                | P |
| Personal instruction service, home based <sup>2</sup>    | P                                                | P |
| Produce stand                                            | P                                                | P |
| Recreational vehicle park                                | N                                                | N |
| Residential certificate child care facility <sup>2</sup> | P                                                | P |
| Residential hosting facility <sup>4</sup>                | P                                                | P |
| Temporary trailer                                        | P                                                | P |
| Veterinary service                                       | N                                                | N |
| Warehouse, self-service storage                          | N                                                | N |
| Wireless telecommunication facility                      | See section 10-50-5, table 10-50-1 of this title |   |

## Notes

1. See chapter 46 of this title.
  2. See chapter 42 of this title.
  3. See section 10-37-15 of this title for permitted animals and fowl.
  4. See licensing and operations requirements in title ~~3 of this Code~~[10 Chapter 51 of this code](#). [Licenses existing before the effective date of Ord. 2023-20 shall remain in effect, subject to the requirements of Title 10 Chapter 51.](#)
- B. *Accessory uses.* Permitted and conditional uses set forth in table 10-14-1 of this section shall be deemed to include accessory uses and activities that are necessarily and customarily associated with and incidental and subordinate to such uses.
1. Accessory uses shall be subject to the same regulations that apply to permitted and conditional uses in the same zone except as otherwise expressly provided in this title.
  2. No accessory use, building, or structure shall be allowed on a lot unless a permitted or conditional use has been established.

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3. Accessory uses in residential agriculture zones shall include, but not be limited to, the following:

Garage sales, subject to applicable standards of chapter 48, temporary uses, of this title.

Garages and off street parking areas, subject to applicable standards of chapter 34, off street parking and loading, of this title.

Hobby activities when conducted by an occupant of the premises solely for personal enjoyment, amusement, or recreation and which does not conflict with any other City ordinance.

Home based businesses, subject to applicable standards of chapter 42, home based businesses, of this title.

Household pets.

Nurseries and greenhouses.

Playhouses, patios, porches, gazebos, and incidental storage buildings.

Swimming pools and hot tubs for use by residents and their guests.

(Ord. 03-5-1, 5-1-2003, eff. 6-1-2003; Ord. 2009-01, 2-5-2009; Ord. 2016-11, 11-17-2016; Ord. 2017-03, 1-19-2017; Ord. 2018-04, 4-5-2018; Ord. No. 2022-61 , 2-2-2023)

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- B. *Accessory uses.* Permitted and conditional uses set forth in table 10-13-1 of this section shall be deemed to include accessory uses and activities that are necessarily and customarily associated with and incidental and subordinate to such uses.
1. Accessory uses shall be subject to the same regulations that apply to permitted and conditional uses in the same zone except as otherwise expressly provided in this title.
  2. No accessory use, building, or structure shall be allowed on a lot unless a permitted or conditional use has been established.
  3. Accessory uses in residential zones shall include, but not be limited to, the following:
    - Garage sales, subject to applicable standards of chapter 48, temporary uses, of this title.
    - Garages and off street parking areas, subject to applicable standards of chapter 34, off street parking and loading, of this title.
    - Hobby activities when conducted by an occupant of the premises solely for personal enjoyment, amusement, or recreation and which does not conflict with any other City ordinance.
    - Home based businesses, subject to applicable standards of chapter 42, home based businesses, of this title.
    - Household pets.
    - Nurseries and greenhouses, when used for family food production.
    - Playhouses, patios, porches, gazebos, and incidental storage buildings.
    - Swimming pools and hot tubs for use by residents and their guests.
- (Ord. 03-5-1, 5-1-2003, eff. 6-1-2003; Ord. 2009-01, 2-5-2009; Ord. 2016-11, 11-17-2016; Ord. 2017-03, 1-19-2017; Ord. 2018-04, 4-5-2018)



### **Sec. 10-51-13. Whole home vacation rentals and other short-term rental standards.**

- A. Regulations and restrictions imposed by this section are in recognition of the premise that short-term rentals provide lodging for a transient population that may or may not honor neighborhood mores or exhibit neighborly consideration to the same extent as permanent residents. The requirements listed in subsection D of this section are based on a desire to maintain the overall residential character of neighborhoods and the purpose of single-family residential zones to promote safe locations for residential uses.
- B. *Business license required.* No dwelling in any permitted zone shall be occupied or used as short-term rental until such time that the owner has obtained a business license issued in accordance with the provisions of this section.
- C. *Conditions for issuance of a business license for a short-term rental.* Issuance of a short-term rental business license by the Business License Officer shall be subject to the following:
  - 1. A complete application for a short-term rental business license shall have been submitted in accordance with section 3-1-5, and which shall also include:
    - a. The name, address, and phone number of the owner or other person designated by the owner as the property manager who shall be responsible for ensuring compliance with the rules and regulations specified in this section, and
    - b. A valid state tax number for remittance of transient lodging taxes.
  - 2. The dwelling unit for which the business license is sought shall be located in a permitted zone according to this title, have been built to meet building and fire codes for transient occupancy, and have been issued a certificate of occupancy.
  - 3. Portions of a single-family dwelling may not be used as a short-term rental unless located within a recreation resort zone or appropriately licensed as a residential hosting facility in accordance with the regulations for that use. A whole home vacation rental and a residential hosting facility located in a residential zone may not be located in the same single-family dwelling.
  - 4. In permitted single-family zones, the owner of a single-family dwelling for which a short-term rental business license is sought shall not hold a business license to operate another short-term rental within the City limits. For purposes of this subsection, "owner" means any individual, corporation, partnership, limited liability company, trust or other entity which has a legal or equitable ownership interest in the single-family dwelling, or any individual who has an ownership or beneficial interest in any corporation, partnership, limited liability company, trust, or other entity which has a legal or equitable ownership interest in the single-family dwelling.
- D. *Prohibition of additional whole home vacation rental licenses within single-family zones as described in Title 10, Chapters 13 and 14 of this Code.*
  - 1. From the effective date of this ordinance, no new or additional whole home vacation rentals shall be permitted or licensed within any single-family zones as described in Title 10, Chapters 13 and 14 of this Code.
  - 2. Whole home vacation rentals with current, valid business licenses shall be permitted to continue to operate and to receive annual renewals of the business licenses, subject to the requirements and conditions of this Section and all City, State, and Federal rules, regulations, laws, and statutes.
  - 3. In the event of a sale or other transfer of property for which the owner holds a current, valid business license to operate a whole home vacation rental, the purchaser or transferee of the property shall apply for a new license within 45 days of the date of purchase or transfer. If the purchaser or transferee fails to submit a complete business license application within 45 days of the date of purchase or transfer, or if the applicant fails to complete the licensing process within six months after submitting the application, the purchaser or transferee shall not be issued a whole home vacation rental business license.

4. The revocation of a whole home vacation rental business license by the City Council pursuant to this Code shall terminate any rights of the license holder to operate a whole home vacation at the property.
- E. *Parking regulations.* The following parking regulations apply to property licensed as a whole home vacation rental:
1. No tenant, guest, or other person visiting a whole home vacation rental shall park on a public street.
  2. Off-street parking shall be provided on the same lot as the dwelling that is licensed as a whole home vacation rental.
  3. Off-street parking shall be provided at one vehicle per bedroom. Tandem spaces on a driveway may be used.
  4. No off-street parking space may be located in front of the living area of the dwelling unless there is a circular driveway.
  5. The number of vehicles permitted for the occupants of a whole home vacation rental shall be restricted to the number of off-street parking spaces provided by the owner.
  6. No tenant, guest, or other person visiting a whole home vacation rental shall park or allow to be parked recreational vehicles or trailers of any kind on the public street.
  7. Owner shall supply a parking plan that complies with this section with the business license application.

(Ord. No. 2022-62 , 2-16-2023)



## STAFF COMMENTS

|                             |                                                                                                                                         |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agenda Date:</b>         | 11/2/2023                                                                                                                               |
| <b>Application Number:</b>  |                                                                                                                                         |
| <b>Type of Application:</b> | Land Use Code Amendment                                                                                                                 |
| <b>Action Type:</b>         | Legislative                                                                                                                             |
| <b>Applicant:</b>           | Hurricane City                                                                                                                          |
| <b>Agent:</b>               |                                                                                                                                         |
| <b>Request:</b>             | Amend Title 10 Chapter 51 Section 13 with regards to whole home vacation rentals, and minor associated revisions to Chapters 3, 13 & 14 |

### Updated Discussion and Recommendation:

On October 26, 2023, the Planning Commission voted (4 in favor with 3 against) to approve Option B which would limit the number of whole home vacation rental licenses to the number currently existing and allow for the transfer of the license to a new owner upon sale of the home. The motion included a recommendation to add language citing a specific effective date for the change. After the motion passed, the commissioners expressed misgivings about eliminating the waiting list, and requested that the City Council should be urged to consider keeping the waiting list in place as part of the Option B code amendment.

Recommendation: Staff recommends approval of the land use code amendment to Title 10 Chapters 3, 13, 14 & 51 as presented in Option B.

### Discussion:

Staff received direction from the City Council to prepare an ordinance update limiting the expansion of whole home vacation rentals in the City. These are single family homes that are not owner occupied that are rented on a short-term basis in an otherwise long-term residential neighborhood. These units have historically caused the most enforcement difficulties. After discussion with the Planning Commission, staff has prepared two possible changes to the whole home vacation rental ordinance. These changes do not affect residential hosting or recreation resort units.

- Option A would limit the number of whole home vacation rental licenses to the number currently existing, and eliminate the option of transferring the license to a new owner upon sale of the home.

- Option B would limit the number of whole home vacation rental licenses to the number currently existing but allow for the transfer of the license to a new owner upon sale of the home.

Either option would begin a process of attrition in which the existing whole home vacation rental licenses would terminate over time, and those units would revert back or be converted to long-term occupancy.

Staff is also recommending a change to the use table in Title 10 Chapters 13 and 14 to change short-term rental from “permitted” with a footnote directing readers to the short-term rental code to “not permitted”. The definition of whole home vacation rental in Section 10-3-4 will also be updated.

**Recommendation:** Staff recommends the Planning Commission consider the revised ordinance and any public comments at the public hearing.



Oct 27, 2023

To the City of Hurricane Planning Commission;

I attended the Hurricane Planning Committee meeting on 10/26/23, I live in Sky Ranch which is currently in the County of Washington and have 3 commercially sized (over 30 ++ beds) STR's above our development in Adobe Hills which all including Sky Ranch could perhaps at some point in the not too distant future be taken into the City of Hurricane, I as well as our neighbors are very interested in how the City of Hurricane is going to propose handling the mess that that the STR's of that size pose for not just the residents that are trying to live with the chaos but for the city itself that is going to be required to handle the enforcement of those commercial rentals in a residential neighborhood.

After listening to the commission members make their comments and observations on the proposed land use code amendment regarding whole house STR's, I was surprised the chairwoman did not declare a conflict of interest as she is a current STR owner. I also feel that having legal council there that night should have been a requirement as clearly having someone with legal knowledge of procedures, codes or ordinances would have been very beneficial and time saving. For an agenda item of this significance and as many questions and discussion that needed to be had, this item should or could have been tabled until all those with the duty to vote could be brought up to speed on the issues and able to make better informed vote.

It was clear that more than a couple of the commissioners are not aware of the reality and the facts of the issues that STR's of that size create inside of a residential neighborhood. It is a known fact that commercially sized STR's will never be able to co-exist in a residential neighborhood they will not be able to exist in harmony and therefore they simply should not have been allowed nor should be allowed in that zone area, ever. The city or the County that have allowed those non-conforming commercial rentals and continue to do so are clearly supporting the owners of those commercial rentals at the expense of the residents.

The commissioners posed questions that for those of us living in this untenable situation have already found and that is enforcement cannot be done in such a manner that it will stop nor slow down the violations.

The County of Washington has tightened their codes in response to the out of control issues, but many by the Counties own admission are very difficult if not impossible too enforce, for example the regulation of owner occupied, there is not ever going to be enough code enforcement officers to watch for this, even if the residents are burdened with being on call to keep their eyes and ears open and report it. The option of limiting the guest to 10, again almost impossible to enforce with out a code enforcement officer standing in the neighborhood watching and counting the guests that are coming and going.. The very fact that the owners currently are calling their "events" by the names of "retreats, groups or gathering" trying to get around the no events ordinance the county has in place is another example of how the owners will do what ever they feel they have to operate the way they want and not follow ordinances. If you simply read the reviews left by those that have rented, weddings reunions, parties all are mentioned as the events that are being enjoyed by the renters, against the county ordinances.

In theory many of the commissioners comments were helpful and thoughtful, clearly they were meant to problem solve, however the facts are not the same as theory and many of the ideas I heard that night have already been tried in the county and have failed to solve the issues.

I do not agree with what I heard from one of the Commission members that it took 7 years to create this mess and it is "Ok by him to " to take 7 years to get out of the mess, this is 100% at the expense of the residents not the owners of the STR's I have to admit I was rather surprised that a planning commission member would take such a stance knowingly encouraging the issues that the residents that live in the area are experiencing on a daily basis to continue to live through.

I did mention to Fred that he might find the newly updated STR ordinances that the County passed a few short months ago might be of interest, along with speaking with perhaps the code enforcement officer, Emerson Rivera or Community Development Department, Scott Messel on the reality of what they just went through. The residents did not get a huge win, the owners of the STR's clearly wield a great amount of power in the decision making but it's a positive step in the right direction.

As I sat there and listened to the commissioners speak I heard over and over again how concerned they were about the owners of the STRs and how they did not want to hurt them, upset them or prevent them from making a income from their investments. I believe if any of the commissioners listen back to the recording you will hear there was maybe 2 or 3 times where there was a concern voiced for the residents. Where is the concern that the residents bought our homes to live a peaceful and quiet existence and now we cannot because greed was allowed to overtake our neighborhood's, those of us that were living in these neighborhood before the STRs were allowed are the real losers here.

If there was no zoning at all and any structure was allowed in any area then the argument would stand as to a property owner having the right to do as they wish with their own property, but there are zones and these commercial STR's are not in the proper zone and those owners should have to abide with the zoning that is in place for these neighborhoods, I can only assume the zones were structured the way they were for a reason and careful thought was put into each zone description. To add one important note to this 2 of the three large STR's did not disclose their intent to rent out their buildings when applying for permits and the county had no procedure for asking questions or looking into that until they were past the point of the county trying to halt the issues, however they then doubled down even knowing all the issues and went and Grandfathered them in, knowing they were not legally zoned, nor where the septic's sized correctly for 60 plus people as well as no safety equipment installed or even inspected as well for safety requirements.

A couple of final thoughts and I respectfully ask that you stay with me on this, I heard more than one commissioner comment on the fact that the STR's are an investment for the owners and investments are by nature speculative there is never a guarantee with an investment, I agree with these comments.

The city should not be nor any government entity should be in the business of guarantying a business investment. The residents purchased their homes to live in and they should have a reasonable expectation, that a residential neighborhood stays just that and does not turn in to a place where investors can make money at the expense of the residents that have lived there previous to the commercial rentals. Again these commercial businesses were allowed to operate in a residential zone not the other way around.

I kept listening for a specific item to be brought up Thursday night, what I heard is that the investors put money into their STR's and should expect to make money from them to recoup their investments and if they cannot sell their investment as a rental then they lose money, what I did not hear HOWEVER is every single time those STR's are rented they are earning money back on their investment, its not JUST from the sale of the property. I find this is an important part to the investors argument that is being repeated by the commission but is not 100 % accurate. They are making money every single day they rent those commercial rentals out.

If a government entity whether it be city or county has determined a change needs to be made for the betterment of the residents that actually live there, why is it that the voice of a few over rides the voice of the many.. There are far more residents that live in Hurricane, shop in Hurricane and support the city and are at the effect of the STR's and they should have a bigger voice than the few that that do not even live in the area and do not have to live with the chaos their businesses bring.

There is a solution, those commercial rentals need to be in a zone that fits their commercial business, the owners would have less restrictions regarding noise, traffic, events, parking etc and the residents can go back to living in a residential neighborhood where they know their neighbors and feel safe and secure. Continuing down this path that is fraught with issues that will never be able to be resolved until those commercial businesses are moved to a place that fits them.

Thank you for your service to the City of Hurricane and your time and consideration of this letter. I am willing to discuss or answer any questions from the Commission regarding this item.

Sincerely,

Julie Krogh

**From:** [Gary Cupp](#)  
**To:** [Cindy Beteag](#)  
**Subject:** FW: Public Comment on LUCA regarding Vacation Rentals  
**Date:** Monday, October 30, 2023 1:43:10 PM

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Another comment for Item 4 this Thursday. This one from Rebecca Bronemann.

Thanks,  
Gary

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**From:** Rebecca Bronemann [REDACTED]  
**Sent:** Saturday, October 28, 2023 9:45 AM  
**To:** Brienna Spencer <[brienna@cityofhurricane.com](mailto:brienna@cityofhurricane.com)>  
**Subject:** Public Comment on LUCA regarding Vacation Rentals

Members of staff and City Council,

I would like to express my regret in voting for option B on LUCA for Title 10 Chapter 13 and 14. Had I voted against the motion, it would not have passed. The reasons I would like to change my vote are as follows.

"When taking away property rights, we need to exhaust every possible option first." This statement was made by Commissioner Goodfellow and I agree. I don't feel we have yet made the effort to explore every possible option. It seems that eliminating full house vacation rentals is a knee jerk reaction to public clamour. I and several of my fellow commissioners have stayed at the same type of vacation rentals in other cities and states and there doesn't seem to be an issue. Perhaps we should look to other cities for tips and advice on how to better regulate our own. I feel that given our status as a tourist town, this option needs to be available for people visiting our area as well as our citizens that use this for income to support their families.

Yes, there are a few bad apples that are not enforcing / monitoring their properties and have violations. When asked how many of these bad actors there are, we were told by staff that it is about 10%. Will we punish the other 90% because of them? That hardly seems like a wise decision. What I would like to see is tighter regulations that make it easier to crack down and revoke business licenses for those who will not comply. These can include things such as:

1. Limiting or reducing the number of guests allowed on a property.
2. Make a non-response to violations a violation in itself. Failure to respond or comply will result in a revocation of the business license.
3. Requiring that vacation rental owners live within a minimum distance of their vacation rental; no more management companies or out of state owners.
4. Have a 3-strike policy and if the offender does not come to the hearing, their licence is automatically revoked. It makes no sense that a license cannot be revoked if they are a no show.
5. Each owner could be required to give their number and the number of the city reporting hotline to the surrounding neighbors.
6. It was suggested to make an annual fee in order to stay on the waiting list. This way it will eliminate those who are not as serious about it as others thereby reducing the number of people waiting.



Is there a way we can streamline or simplify the process of revoking a business license?

I feel that the elimination of the waiting list is unfair to those who have been waiting for years. Why punish them and take away their opportunity because a minority cannot properly run their businesses?

It is also my understanding that the State requires that we allow vacation rentals. It seems that this new policy would eventually eliminate this type of vacation rental entirely. Is this against state code?

As you can see, there are many options and questions that I feel need to be addressed before we take this property right away. Many of our residents use this tool as a way to pay for their current home or supplement their income and they do it responsibly. Removing this option for future license holders is not in the best interest of our city residents. I feel the planning commission was given two very similar and narrow options to choose from by the staff without soliciting more solutions to this amendment.

I did request to change my vote in the meeting, however, staff said I couldn't and we didn't have council there to verify. After the meeting, Councilman Thomas made it known that it was in fact something that could have been done. I am taking this opportunity now to voice my concerns and change my vote.

Thank you for your consideration,  
Rebecca Bronemann  
Hurricane City Planning Commission.





## **STAFF COMMENTS**

Closed Meeting held pursuant to Utah Code section 52-4-205, upon request

**Discussion:**

**Findings:**

**Recommendation:**

**Attachments:**

None