

DANIEL TOWN LAND USE PLAN 2009

ADOPTED BY THE DANIEL TOWN COUNCIL OCTOBER 5, 2009

Purpose of the Land Use Plan

The Land Use Plan is composed of the Plan itself, together with the Land Use Plan Map.

The goal of the Daniel Land Use Plan is to provide a general pattern for the location, distribution and character of future land uses. The Objectives of the Land Use Plan are to:

- Emphasize flexibility within the Land Use Plan while building on the existing land use pattern.
- Place an equal importance on the quality and character of new residential neighborhoods in each area of the town, while at the same time maintaining or upgrading of existing neighborhoods.
- Concentrate commercial areas along the two major arterials, US 89 and US 40, and encourage revitalization by upgrading facilities, reducing traffic conflicts, and improving parking where needed.

As a guideline, the Land Use Plan is not a zoning document. Property may be zoned, or rezoned, by ordinance of the Town Council.

Intent

The intent of the Land Use Plan is to achieve the coordinated and harmonious development of the town and its environs. To balance the property rights of those owners expanding their use with the property rights of surrounding owners. Further, the Land Use Plan is intended to promote efficiency and economy in the process of development including, among other things, adequate provision for public facilities and services and balancing land use with the transportation system; the promotion of safety from fire, flood waters, and other dangers; adequate provision for light and air, distribution of population, affordable housing; the promotion of good civic design and arrangement; efficient expenditure of public funds; and the promotion of energy conservation. As a guideline, the Land Use Plan is not a zoning document. Zoning is one of the many ways that the Land Use Plan is implemented.

Plan vs. Code: The Land Use Plan is a general guideline that should not be interpreted in a strict or narrow manner as the Town's Zoning Code. The Plan does not entitle land owners or developers to a specific right of use, density or intensity of use that would typically accompany zoning. Plan objectives are intended as desired outcomes that must be balanced with individual property rights, other codes, policies and ordinances, and site specific considerations. The Plan has been formulated to be a flexible document that can be adapted to meet this diversity of community needs and objectives. Principles of flexibility are discussed in greater detail below.

- Whether Adequate Community Facility Standards can be met;
- The need for land use transitions to ensure compatibility with adjacent development or environmentally sensitive areas;
- Instances where resulting net densities may not be in keeping with the intended character of the land use category;
- To achieve design objectives related to neighborhood variety and diversity, and to meet housing needs and affordability.

General Land Use

- Since no public sewer system is in place care must be taken in all development not to place Heber Valley's underground water designation as 'pristine' at risk.
- Due to the steep slopes of the foothills south of the town, and the adjacent wildlife management area, development should be limited.
- Any change in land use should be made after careful evaluation of the effects of the change, and the ability of the town to provide the necessary infrastructure. The costs of that infrastructure should be balanced against the projected revenues the development will bring directly into the town.
- Land use planning should be biased toward maintaining the rural atmosphere and traditional land uses of the town.

Residential Land Use

The predominant land use in the Town of Daniel is residential. Both the RA-5 and RA-1 zones provide generous building setbacks and lot frontages resulting in significant space between dwellings to create a rural residential appearance within the developed area and to preserve view corridors. This in combination with the historical densities along Daniel Road, 3000 South, Little Sweden Road, and the Storm Haven areas provide the character for the town. Specific requirements for average and minimum lot sizes, building setbacks and determining buildable areas are provided in the Title 8 of the Daniel Municipal Code.

Objectives for residential land uses are provided below.

- Orderly development which is coordinated with the community's fiscal and service capacity is encouraged.
- A consistent & balanced relationship between the Land Use pattern & capacity of streets, utilities, and community services should be met so that those systems are not overburdened.
- Development should only be permitted where provision of facilities and services (i.e., police, fire, water, sewer, parks, schools, roads, communications systems, etc.) will be made available in a timely manner.
- The development of a full range of housing types to meet the needs of all age and socio-economic groups is encouraged.
- Quality design and compatible land use relationships with all proposed and existing developments is encouraged.
- Residential development in areas which have been officially designated as floodplain areas or have significant geologic hazards is discouraged.
- Energy-conscious land use and site planning practices are encouraged.
- High value habitat that allows wildlife movement should be protected.
- Private property rights should be considered when evaluating residential development proposals.
- Businesses and home occupations that are unobtrusive and compatible with residential uses should be allowed in residential areas.

Commercial Land Use

Commercial areas have been placed on the edges of the town adjacent to highway corridors to minimize impact and disruption to the residential areas of the Town. Commercial development should be limited to areas where police, fire, water, sewer, roads and communications systems are readily available

Objectives for commercial land uses are provided below.

- The size and location of commercial development should be in keeping with the road capacities and land use context in which commercial centers develop.
- Commercial development should locate near transportation facilities that offer the required access to a commercial center and should not exceed the desired capacity of the existing and future transportation network of the town.
- Local and community-scale commercial areas should conform to the guiding principles, goals and objectives contained in the General Plan.
- Commercial developments including intensity of activities should be in scale with the neighborhood context.
- Architectural and site planning guidelines should be prepared that encourage developments to blend with the surrounding context.
- Strip commercial development is discouraged in order to prevent traffic congestion and encroachment into residential neighborhoods.
- Transitional land areas (linear greenbelts or other urban design elements) are encouraged to be provided between residential neighborhoods and commercial areas.

Industrial Land Use

An industrial area has been designated as a buffer between the residential areas of the town and the Heber City airport. Care should be taken in the development of this area so that it actually serves as a buffer, rather than intensifying the effects of the airport on surrounding residential development.

Objectives for industrial land uses are provided below.

- The size and location of industrial development should be in keeping with the road capacities and land use context in which industrial centers develop.
- Industrial development should locate near transportation facilities that offer the required access to a commercial center and should not exceed the desired capacity of the existing and future transportation network of the town.
- Local and community-scale industrial areas should conform to the guiding principles, goals and objectives contained in the General Plan.
- Industrial developments including intensity of activities should be in scale with the neighborhood context.
- Architectural and site planning guidelines should be prepared that encourage developments to blend with the surrounding context; with buildings and landscaping placed in a manner that will buffer and minimize the transfer of noise and light from the airport.
- Transitional land areas (linear greenbelts or other urban design elements) are encouraged to be provided between residential neighborhoods and industrial areas.