

Chapter Three

Goals and Policies

After identifying the existing conditions and physical constraints, this general plan establishes community goals to reflect the public vision. This general plan also establishes policies which, if followed, will result in achieving the community goals. With the goals and policies established, they form the framework for the general plan.

Goals that are not well defined are difficult to enforce. Goals that are clear and concise, can be accomplished. The following goals and policies were originally established by the Wasatch County Planning Commission with the assistance of 100 citizens that made initial recommendations to the commission. These goals and policies have been updated and amended as needed to address new information, changing environments, or as goals have been accomplished.

Some of these goals may be reached within a short period of time, while others may require many years to achieve. Some will be achieved by the action of private individuals, while others will require the involvement of government agencies. The general plan should be updated as goals are accomplished and new goals are determined.

Land Use

1. GOAL: Preserve the rural character of Wasatch County.

- 1.1.1 **POLICY:** Preserve a greenbelt between Heber City and Midway to maintain the agricultural heritage of the area.
- 1.1.2 **POLICY:** Promote preservation of views and ridge-lines from development as viewed from prominent locations by prohibiting structures from encroaching above the ridge-line.
- 1.1.3 **POLICY:** Prohibit development in sensitive areas with physical or environmental constraints.
- 1.1.4 **POLICY:** Preserve low density land use/zoning in geographically or ecologically sensitive areas and discourage modifications that would permit greater density.
- 1.1.5 **POLICY:** Consider clustered development options in mountain environments in a manner that will preserve scenic values, preserve and protect flora and wildlife of the surrounding area, minimize soil erosion, reduce the cost of infrastructure and public services and reduce the impact of wildland fires as long as clustered development does not encourage development in areas that cannot comply with other County codes and health, safety and welfare concerns.
- 1.1.6 **POLICY:** Attempt to assimilate new development with working agricultural uses.
- 1.1.7 **POLICY:** Preserve the views of the night sky and reduce the health impacts of artificial light by requiring all development to have dark sky compliant lighting.

2. GOAL: Protect the present air quality of the County.

- 2.1 **OBJECTIVE:** Consider the impact development has on air quality and mitigate negative consequences to the fullest extent possible.
 - 2.1.1 **POLICY:** Maintain National Ambient Air Quality Standards by determining the impacts residential units have on air quality and projecting what those impacts will be and if proposed development will exceed air quality standards.

2.1.2 POLICY: Discourage extensive use of wood burning stoves in large scale master planned developments in order to preserve present air quality.

3. GOAL: Review the land use portion of this plan on a regular basis to determine if the land use polices are being adhered to and changing conditions are addressed.

4. GOAL: The lot sizes of permitted development shall increase as the distance from population centers increase.

4.1 OBJECTIVE: Develop land use policies that allow smaller lots for developments adjacent to municipalities.

4.1.1 POLICY: The Development Code shall provide for development options next to centers of population that would allow for smaller lot sizes with open space as compared to the more rural parts of the County.

4.1.2 POLICY: Land within the Central Planning Area has been identified as having a public benefit for open space. In this area while development may occur at the underlying zone density, a transferable density credit at a higher ratio than one-to-one should be considered to facilitate efforts to preserve this critical open space area.

4.1.3 POLICY: The County may consider bonds as a way to fund the purchase of development rights on land identified as having a public benefit as open space.

4.1.4 POLICY: In areas experiencing growth pressure, appropriate departments should develop a regional detention pond/parks plan and adopt a map showing optimal sizes and locations for storm water retention basins and public parks.

4.1.5 POLICY: Consider allowing developments that have areas of critical wildlife habitat or range areas to utilize cluster ordinances to maintain open space deemed critical to wildlife in areas appropriate for development.

5. RESERVED GOAL:

5.1.1 POLICY:

6. GOAL: Land use around the Heber City Airport in the unincorporated area shall be compatible with the airport.

6.1.1 POLICY: In order to reduce the complaints about noise associated with the airport, only non-noise sensitive land uses such as commercial, light industrial, agricultural or open space shall be permitted adjacent to the airport.

6.1.2 POLICY: If the sewer farm on the west side of the airport is ever abandoned, this area should be preserved as open space or very low density residential separated from the airport and compatible with the surrounding south fields densities.

6.1.3 POLICY: Maintain the industrial zoning between Heber City Airport and Daniel Road.

7. GOAL: The US 189 and 40 corridors into Heber Valley shall provide a pleasing entry to Heber City.

7.1 OBJECTIVE: Ensure that development that occurs along US 189 and 40 corridors provide an adequate set back to create a sense of openness from the right-of-way lines along these highways.

7.1.1 POLICY: All structures, roads or parking lots shall be set back to provide for a landscaped greenway.

7.1.2 POLICY: Access from developments along these highways shall be from cross streets and not driveways. Side streets entering these highways shall be spaced so as not to impede the flow of traffic.

7.1.3 POLICY: Land use plans for US 189 and 40 corridors shall be coordinated with Heber City to ensure a consistent plan.

7.1.4 POLICY: As land uses change along US 189 and 40, existing billboards shall be removed to the extent allowed under state law.

7.1.5 POLICY: Business signs along US 189 and 40 shall be limited to small monument signs.

8. GOAL: Promote the development of industry and business that will protect property value and ensure a pleasant place to work.

8.1 OBJECTIVE: All industrial and commercial areas shall have significant landscaping to soften buildings and parking areas and provide a pleasing setting.

8.1.1 POLICY: Require by ordinance a specific percentage of the site to be maintained in landscaping.

8.1.2 POLICY: A significant landscape buffer shall be provided between streets and any building or parking lot to soften the visual impact of development and to aid in reducing heat island effects on the natural environment.

Transportation

9. GOAL: Develop a connected multi-modal transportation infrastructure that will meet the travel requirements of existing and future residents and visitors; is compatible with the mountain and rural characteristics of Wasatch County; improves mode choice for Wasatch County residents and visitors; and promotes environmental preservation, consistent with County goals.

9.1 OBJECTIVE: Design a continuous and connected major road network that is based on improvements to the existing road system and allows for multiple transportation options.

9.1.1 POLICY: Establish the alignment of the Heber City bypass route and oppose proposals that encourage incompatible development within the corridor.

9.1.2 POLICY: As maintenance and upgrades are done, improve existing roads to meet the road standards established in this plan.

9.1.3 POLICY: Collector and arterial roadway rights-of way shall include adequate space for roadways and safe and comfortable bike and pedestrian facilities; active transportation facility types should respond to the location context and be consistent with Federal Highway Administration guidance.

9.1.4 POLICY: Develop network typologies that respond to land use context, topography, and other elements that may affect the implementation of complete, connected transportation networks. Within each typology, define the associated context, transportation network objectives, and considerations for facility selection. Update Wasatch County standards to reflect these typologies.

9.1.5 POLICY: Access to major collector and arterial roads shall be from cross streets for all new developments. Access from driveways that requires motor vehicles to back onto the collector or arterial roads shall be prohibited.

9.1.6 POLICY: To the extent possible, streets shall form a continuous network to enhance interaction and service between subdivisions and improve transportation system performance and safety for all modes. Streets should also reduce fiscal impact by reducing need for street widening and expansion; and improved transportation choice for all residents.

Complete and continuous networks that provide for easy and direct travel for all modes should be defined through use of network typologies that identify transportation elements.

9.1.7 POLICY: Development shall incorporate traffic management and subdivision design features that help reduce speed and calm traffic with the intent of improving safety for all roadway users, including but not limited to motor vehicles, pedestrians, and bicyclists, on collector and local streets.

9.1.8 POLICY: Maintain collector roads as through roads, but encourage corridor design that supports reduced speeds. Design of the collector roadways should respond to area context, including land use, demand, and development type.

9.2 OBJECTIVE: Promote alternative transportation systems based on the County's population base as well as alternative modes of transportation that includes walking, bicycling and transit.

9.2.1 POLICY: Establish park and ride lots on US 189 south and US 40 north to assist in the reduction of traffic.

9.2.2 POLICY: Establish a ride share program for commuters to Park City, Salt Lake City and Utah County.

9.2.3 POLICY: Promote alternative transportation systems, including improved modal choice within the public right-of-way, to strengthen connections between roadways and active transportation options.

9.2.4 POLICY: Evaluate planning and implementation of transportation improvements with consideration for improving safe, comfortable, and affordable transportation options, particularly for vulnerable and historically disadvantaged populations.

9.2.5 POLICY: Establish a process to evaluate planning and implementation of transportation improvements, including roadway widening or expansion, with consideration for the fiscal impact of a project; consider project alternatives, including improving network connectivity and expanding mode choice, when addressing problems related to capacity, traffic congestion, and system performance.

9.2.6 POLICY: Implement end of trip facilities at major destinations, including public spaces; coordinate with developers as applicable to integrate into

new development. End of trip facilities may include bike storage, shelters, bathrooms, and other amenities that are catered to persons with a vehicle.

9.2.7 POLICY: Develop and manage a Bicycle and Pedestrian Master Plan document that identifies bicycle and pedestrian network improvements that can complement the roadway and trail system.

9.3 OBJECTIVE: Develop network typologies that support a context sensitive network of interconnected streets that disperse traffic, minimizes potential traffic congestion, improves safety, and support efficient travel for all modes including motorists, bicyclists, and pedestrians.

9.3.1 POLICY: Upgrade collector roads, including Lake Creek Rd, 1200 South, Center Creek, Mill Rd, 2400 East, 3600 East, and 4800 East, to design standards for rural collector roads that include trail systems and bike lanes.

9.3.2 POLICY: Require developments to connect or provide connections for motorized vehicles, pedestrians, and bicyclists to establish an interconnected network of local roads and trails to promote safety for all roadway users, improve traffic congestion, and increase route choice to common destinations. This includes providing pedestrian connections between street ends and developments.

9.3.3 POLICY: Discourage gated communities where a connected network of streets can better facilitate traffic dispersion, emergency service access, walkability and bikeability, transportation choice, and safety.

9.3.4 POLICY: Consider cumulative effect of each future development in traffic studies and roadway design.

9.3.5 POLICY: Require all new development to dedicate and build transportation infrastructure, including implementation of bikeways, sidewalks, shoulders, and other walking and biking amenities, if part of a county-wide transportation plan, trail master plan, or other relevant plans.

9.3.6 POLICY: Any development on collector roads should only have direct access widely separated to decrease traffic congestion onto the collector. Property owners should work together and combine access or provide interconnected local roads.

9.3.7 POLICY: Establish ordinances that provide flexibility to connectivity standards that respond to the anticipated land uses, densities, and environmental context of an area.

Non-Motorized Transportation

10. GOAL: Develop and incorporate a non-motorized trail system to provide safe transportation and recreation facilities that are compatible with the rural and mountainous environments of Wasatch County and are interconnected with the County's active transportation infrastructure.

10.1 OBJECTIVE: Trail corridors should include regional connections including, but not limited to: schools, parks, commercial areas, recreation centers, subdivisions, cities and towns, existing trail networks, public lands, ridgelines and open areas.

10.1.1 POLICY: Trail design, including a determination of trail width, grade, surface(s), clearance height and amenities shall be identified by the Wasatch County Trail Master Plan and Wasatch County Planning Commission.

10.1.2 POLICY: Wasatch County will give consideration to location, aspects of design development, phasing and funding, geologic and environmental features, public land access, quality of experience, liability, and connectivity to existing and planned trails when determining proposed land dedications for the Wasatch County Trail System. Further consideration should be given for possible trail connections to other existing and planned active transportation infrastructure, including bike lanes, paved shoulders, and sidewalks.

10.1.3 POLICY: The trail ownership conveyance shall be vested in Wasatch County or other governmental agencies to ensure public access for use and maintenance. A system to alert property owners that trails are public shall be placed on site in a visible and obvious location.

10.1.4 POLICY: Trailheads will be designated at various locations providing access to trails, parking and staging areas. Utilization of existing public facilities (i.e. church, commercial and school parking lots) will be considered when practical.

10.1.5 POLICY: All proposed trails shall connect equestrian/pedestrian trails where possible to existing trails or stub to property lines for future connections.

- 10.1.6 POLICY:** Create a paved network of bike/jogging paths along collector roads that connect to other existing and/or planned pathways, trails, bikeways, sidewalks, and local roads. Consider crossing treatments at both intersections and mid-block locations as needed to safely and efficiently connect to destinations and other facilities.
- 10.1.7 POLICY:** Implement trails along prominent natural features such as rivers, creeks, lakes, view areas etc.
- 10.2 OBJECTIVE:** Ensure that new development contributes to the existing Wasatch County Trail System and mitigates impacts concurrently with development approvals.
- 10.2.1 POLICY:** Developers and homebuilders are required to participate in the development of community trails and trailheads through the dedication and construction of trails. Community trails and trailheads should reflect those proposed in the Trail Master Plan to support access to recreational opportunities and improved connections to the active transportation network.
- 10.2.2 POLICY:** Expansion and maintenance of the Wasatch County Trail System will be included in the Wasatch County Capital Facilities Plan. The county should also explore additional funding opportunities for trail implementation and maintenance, including grants and partnership opportunities.
- 10.3 OBJECTIVE:** Adopt a maintenance standard for the Wasatch County Trail System under the direction of the Wasatch County Parks and Recreation Department or other designated entity that will address the safety aspect and quality of the Wasatch County trail system.
- 10.3.1 POLICY:** Trail maintenance standards will be established and available in the Wasatch County Non-Motorized Trail Design Standards.
- 10.3.2 POLICY:** It is recommended that participating cities and Wasatch County should plan an appropriate maintenance budget for trails through the Parks and Recreation department and depending on the type of trail Public Works. Maintenance issues to include: centerline-stripping, vegetation trimming, resurfacing of paved trails and periodic maintenance of soft surfaces trails.
- 10.3.3 POLICY:** Higher volume shared use paths should receive priority over lower volume, single use trails.

- 10.4 OBJECTIVE:** Create a seamless, connected, and consistent trail network that is consistent with established network typologies through interlocal coordination including, but not limited to: Wasatch County department heads, Wasatch County’s county-wide trail planner, the State of Utah, the cities of Heber, Midway, Charleston, Hideout, Independence, Interlaken, Wallsburg, and Daniels Township, the US Forest Service, Soldier Hollow Olympic venue, Jordanelle Basin Owners Association, citizens and private landowners, as well as Summit County, Park City and Snyderville Basin Recreation District as applicable. A seamless, connected, and consistent trail network supports continuous travel from the trail network to sidewalk, bikeway, and local roads through consistent signage, pavement markings, and similarly design trail surfaces and types without gaps in service.
- 10.4.1 POLICY:** Create a Wasatch County trails steering committee that meets on a monthly basis and includes appointed positions from the above-mentioned entities, citizens at large, and other interested parties.
- 10.4.2 POLICY:** Host a bi-annual meeting with adjacent jurisdictions including but not limited to: Utah County, Summit County, Snyderville Basin Recreation District, Park City and interested citizens at large to coordinate projects involving cross-boundary areas.
- 10.4.3 POLICY:** Establish a communication network and planning approval process with relevant Wasatch County departments that will aid in mainstreaming the County’s multi-modal transportation system by ensuring trails are considered as a component of all appropriate roadway improvement projects as per the Wasatch County Trail Corridor Map and integrated sign wayfinding with QR codes.
- 10.4.4 POLICY:** Create and maintain a trail map that shows existing roads and trails available to the public for non-motorize use. This information should be updated as needed and available as a hard copy and electronically on the Wasatch County website and integrated trail kiosks and wayfinding system with a QR code.

Economic Development and Tourism

11. GOAL: Develop an economy which supports the desired lifestyle of residents and enhances employment opportunities and revenue enhancement to, among other things, support public facilities development.

11.1 OBJECTIVE: Develop recreational opportunities that will enhance the quality of life in Wasatch County and provide economic opportunities.

11.1.1 POLICY: Develop recreational activities and business enterprises that are compatible with surrounding land uses and the goals of this plan.

11.1.2 POLICY: Promote recreational opportunities that increase the length of time that a visitor spends in the county.

11.1.3 POLICY: Resorts that provide overnight accommodations should encourage stays that are associated with destination recreation activity.

11.1.4 POLICY: Promote open space with a public component either by acquisition or as part of development approvals.

11.1.5 POLICY: Enforce a robust countywide trails system that encourages tourism and connects to regional trails, parks, and open space.

11.2 OBJECTIVE: Encourage businesses and activities that are compatible with Wasatch County's identity and that provide jobs which can support permanent resident households.

11.2.1 POLICY: Support the development of new businesses and assist existing businesses to create new wealth and not simply distribute the existing wealth and support sustainability of resources.

11.3 OBJECTIVE: Promote the development of small home-based businesses or clean cottage type industries.

11.3.1 POLICY: Encourage use of home-based businesses as a means to promote long-term residency.

11.4 OBJECTIVE: Work jointly with municipalities to ensure that appropriate locations and services are available for industry and business within or adjacent to the municipalities.

- 11.4.1 **POLICY:** Commercial development along SR 113, US 189, US 40 and River Road in the unincorporated area should be controlled and approved on the basis as to location and merit.
- 11.4.2 **POLICY:** Maintain the industrial zoning between 300 South in Midway and Heber Valley Special Service District's waste water treatment facility.
- 11.4.3 **POLICY:** Maintain the industrial zoning south of Heber City's existing industrial park.
- 11.4.4 **POLICY:** Maintain the industrial zoning between Heber City Airport and Daniel Road.
- 11.4.5 **POLICY:** Promote small commercial service areas in unincorporated areas of the county where adequate population exists to support commercial services therefore reducing vehicle trips to adjacent cities and towns.
- 11.4.6 **POLICY:** Create and support greater opportunities for intergovernmental cooperation between local government entities including the local school district, colleges and universities and the business community in meeting economic development objectives.

12. GOAL: Protect the rural agricultural economy of the County by establishing agricultural operations as a priority use of the land, protect existing and future agricultural operations, and encourage farmers and ranchers to stay on the land.

12.1 OBJECTIVE: Implement "Agricultural Protection and Right to Farm" strategies requiring all non-agricultural activities to develop in a manner that is compatible with nearby agricultural operations.

12.1.1 POLICY: Create an Agricultural Protection Program in the Development Code, consistent with State Law, to protect agricultural lands and practices from impacts and complaints associated with non-agricultural growth and development on nearby properties.

- a. Establish an Agricultural Protection Area Advisory Board, as required by State Law, to recommend appropriate areas to the County legislative body and to assist in identifying and promoting bonafide active agricultural operations in Wasatch County.

- b.** Allow the creation of Agriculture Protection Areas so long as the area has a minimum of 20 acres in the agricultural operation and the entire area qualifies for a “greenbelt” designation.
- c.** Include provisions in the Development Code that protect the rights of farmers and ranchers from complaints regarding noise, odors, length of work hours, and general operation from non-agricultural neighbors.
- d.** Require protection and easements in and around developments for irrigation and other water courses, including land drainage systems.
- e.** Require new development to analyze irrigation patterns as part of any development review and ensure that current patterns are continued.
- f.** Require new developments to fence its perimeter if the development will have an effect on adjacent agricultural operations. Also buffers and screening between producing farms and ranches and non-agricultural users should be required.
- g.** Provide mechanisms, in the form of plat notes and other appropriate means, to educate new residents of protected agricultural land and activities.

13. GOAL: Attract industries or manufacturing operations that will not impact air and water quality or increase the levels of existing background noise.

13.1 OBJECTIVE: Due to the confining nature of Heber Valley’s air shed, the requirements to maintain a pristine ground water aquifer and meet stream water quality standards for downstream users, the Development Code shall not permit industrial or manufacturing activities that will cause violation of air or water quality standards, or increase the level of background noise.

13.1.1 POLICY: Industrial or manufacturing activities that would require the development of a pretreatment program by a Special Service District shall not be permitted.

- 13.1.2 **POLICY:** Industrial or manufacturing activities that would have an adverse impact on air quality, ground water or surface water quality shall not be permitted.
- 13.1.3 **POLICY:** Industrial or manufacturing activities that would have an adverse impact on the level of background noise shall not be permitted.

14. GOAL: Existing public recreational facilities should be protected from development encroachments that would have an adverse impact on the recreational experience or its setting.

14.1 OBJECTIVE: Adjacent land use activities that would impair or reduce the value of publicly developed recreation facilities should not be permitted.

- 14.1.1 **POLICY:** Developments along the tracks of Heber Valley Railroad should be buffered from the railroad in order to reduce nuisance complaints from train coal smoke, noise and safety issues.
- 14.1.2 **POLICY:** Provide mechanisms, in the form of plat notes and other appropriate means, to educate new residents of the protected impacts of the Heber Valley Railroad on adjacent developments and activities.
- 14.1.3 **POLICY:** Allow only those activities adjacent to Soldier Hollow Recreation Area that are compatible with public funded recreation facilities.
- 14.1.4 **POLICY:** Allow those activities adjacent to the Wasatch State Parks, Snake Creek and Pine Canyon entrances that are compatible with existing publicly funded recreation activities.
- 14.1.5 **POLICY:** Ensure that the Development Code adequately addresses the development of in-holdings within the State Park and lands north of the park boundaries.
- 14.1.6 **POLICY:** Ensure that in-holdings within the state park and their uses are not changed to allow uses that are detrimental to the park.

15. GOAL: Provo Canyon and State Road 113 should be designated as a National Scenic Byway in addition to its current state designation as a State Scenic Byway.

15.1 OBJECTIVE: Restore, conserve and enhance the Provo Canyon Scenic Byway corridor (which includes SR 113) by preserving its intrinsic qualities while developing tourism and economic development activities.

15.1.1 POLICY: The Provo Canyon Scenic Byway Corridor Management Plan may be consulted when approving development along this corridor.

Public Facilities

16. GOAL: Provide cost effective infrastructure that meets the needs of unincorporated areas of the County.

16.1 OBJECTIVE: Maintain the underground water designation as pristine and ensure that surface streams meet their water quality classifications.

16.1.1 POLICY: Residential developments that utilize septic tank drainfields shall be prohibited in all areas where the ground water raises periodically to within four (4) feet of ground surface. In the future if other types of individual waste water disposal systems are approved by the State and County for use in high ground water condition, they may be used.

16.1.2 POLICY: Where the depth to the ground water table is greater than four (4) feet, the density of septic tank drainfields shall be no greater than one (1) unit per five (5) acres except for non-conforming lots of records.

16.1.3 POLICY: The use of public sewer collection systems shall be the primary method of sewer disposal. All residential developments with densities greater than one (1) unit per five (5) acre shall be connected to a public sewer collection system and treatment facility except for non-conforming lots of records.

16.1.4 POLICY: The extension or expansion of sewer collection systems shall be paid for by new developments.

16.1.5 POLICY: When there is a sewer collection system within three hundred (300) feet of a new residence, the residence shall connect to the sewer system within a reasonable length of time.

16.1.6 POLICY: Storm water runoff from each new development shall be controlled and limited to the discharge rate that occurred during the pre-developed condition Wasatch County and the Cities and Towns of Heber Valley should develop a joint storm drainage system to replace the irrigation ditch system that has been eliminated due to the installation of pressured irrigation systems.

16.1.7 POLICY: Erosion control plans shall be required for all development. Development with disturbed areas larger than five acres shall obtain a permit from the Utah State Division of Water Quality.

16.2 OBJECTIVE: Ensure that each resident of the county has an adequate supply of culinary water and the source of culinary water is protected from pollution.

16.2.1 POLICY: The Wasatch County Health Department should by reference adopt the Utah State Division of Drinking Water regulations as the County standards for culinary water requirements.

16.2.2 POLICY: Wasatch County shall develop land use regulations that assist in the protection of identified culinary water source protection zones.

16.2.3 POLICY: Wasatch County shall ensure that adequate water rights and source of water are available that have been approved by the Divisions of Water Rights and Drinking Water before giving final approval for any development.

16.2.4 POLICY: With the strict standard established by the Division of Drinking Water, it is extremely difficult for small water systems to meet these standards. Therefore, all developments, unless in compliance with added restrictions in the land use code, shall be connected to an existing approved culinary water system or operated by an approved culinary water system's certified operator.

16.3 OBJECTIVE: Ensure that pressurized irrigation systems are available within new developments to maintain the existing green agricultural look of the land without relying on treated culinary water.

16.3.1 POLICY: Adequate irrigation water rights shall be provided for each lot located within a development to provide the irrigation of one hundred percent (100%) of the lot not occupied by buildings, driveways, walks, patios etc., where irrigation has been provided in the past.

16.4 OBJECTIVE: County recreation facilities should meet the needs of organized recreation activities as well as non-organized recreational activities.

16.4.1 POLICY: Whenever possible, additional land should be acquired adjacent to public schools for parks and joint use by the school.

16.4.2 POLICY: Major recreational facilities should be of sufficient size to provide recreational needs for larger regions and reduce management and operational costs.

16.5 OBJECTIVE: Ensure that adequate sites are made available for civic facilities in the area of new developments.

16.5.1 POLICY: Consider options to allow developments additional density for providing land for civic facilities based on accomplishing the intent of the General Plan, ordinances and providing a public benefit to the community as determined by the legislative body.