



HARRISVILLE CITY

363 West Independence • Harrisville, Utah 84404 • (801) 782-1449 Fax

PLANNING
COMMISSION
Chad Holbrook
Brenda Nelson
Nathan Averill
Blair Christensen
Kevin Jensen
Laurence Boswell – Land
Use Coordinator

Planning Commission

Harrisville City Office

Wednesday, September 11, 2019 – 7:00 p.m.

AGENDA

1. **Call to Order.**
2. **Discussion/action** on Planning Commission Minutes from August 14, 2019.
3. **Public Hearing** on proposed Ordinance 503: repealing and re-enacting provisions for the Mixed-use Zone and adopting In-fill development regulations.
4. **Discussion/action** on proposed Ordinance 503: repealing and re-enacting provisions for the Mixed-use Zone and adopting In-fill development regulations.
5. **Public Hearing** on Warren Hollow Subdivision for approximately 24 lots located at approximately 217 E. Larsen Lane.
6. **Discussion/action** on preliminary subdivision review of the Warren Hollow Subdivision for approximately 24 lots located at approximately 217 E. Larsen Lane.
7. **Discussion/action** on recommendation to the City Council on Ordinance 501: General Plan including associated elements, goals, policies, and maps.
8. **Commission/staff follow-up.**
9. **Adjourn.**

Certificate of Posting and Notice

I, Laurence Boswell, certify that I am the Land Use Coordinator of Harrisville City, Utah, and that the foregoing Planning Commission agenda was posted and can be found at City Hall, on the City's website www.cityofharrisville.com, and at the Utah Public Meeting Notice Website at <http://pmn.utah.gov>. Notice of this meeting has also been duly provided as required by law. In accordance with the Americans with Disabilities Act (ADA), the Harrisville City will make reasonable accommodations for participation in the meeting. Please make a request for accommodation with the City Recorder at 801-782-4100, ext. 1000, at least three (3) business days prior to any meeting.

Harrisville City Planning Commission Meeting
363 W. Independence Boulevard
7:00 p.m., August 14, 2019

Commissioners: Kevin Jensen	Staff: Laurence Boswell (Land Use Coordinator)
Nathan Averill	Bill Morris (City Administrator)
Chad Holbrook	Ronda Kippen (Community Planner)
Brenda Nelson	Doug Larsen (Community Consultant)
Blair Christensen	

Visitors: Sean Corey, Teresa Stakebake, Devan Ahgstrom, Geri Knighton, David Hickson, David Jordan, Brian Howard, Holly Anderton, Brent Anderton, Robert Christensen, Helen Christensen, Jonathon Call, Blaine Barrow, Bill Cobabe, Heidi Wahlen, Russ Wahlen, Nate H, Steve Love, Mike Hansen, Brian Chapple, Jen Chapple, Jacob Schlegel, Heidi Schlegel, Craig Adam, Lee Adam, Jerry McBride, Jeanne Godfrey, Glenn Wilkins, Nancy Field, Austin Moffitt, Aspen Teuscher, Scott Moffitt, Michelle Tait, C.F., Marvin Farrell, Jennifer Moore, Dennis Moore, Sherri Vasas, Crystal Van Natta, A. M., Mary Spell, Abeni Clydesdale, Sara Havey, Rick Scadden, Clark Beecher, Matt Robertson, Bob Howard, Michael Schooler, Ruby J., Dave J., Clint Farrell, S. N., James M., M. N., Candice Kunz, Greg Montgomery, Cindy Montgomery, Sarah Heily, Chris Cope, Sherry Farrell, Mike Ferrell, Nicolas Rich, Shannon Rich, Tawna Field.

1. CALL TO ORDER.

Chair Chad Holbrook called the work session to order at 7:00 PM.

DISCUSSION

Ronda Kippen proposed the draft Mixed-use Ordinance along with a PowerPoint presentation. The commissioners discussed the mixed-use concepts and expressed concerns about yard setbacks, specifically the side yard being too small in the residential component. Commissioners expressed various other technical concerns including the minimum size of such developments. Overall commissioners felt that the draft ordinance is on track. Chair Chad Holbrook suggested adding a water feature requirement. Commissioners discussed modifications to the list of commercial uses to be permitted in the proposed mixed-use zone. Bill Morris suggested that commissioners submitted comments to Ronda and she will update the ordinance accordingly.

2. CALL TO ORDER

Chair Chad Holbrook called the regular meeting to order at 7:28 PM.

3. CONSENT APPROVAL of Planning Commission Meeting Minutes June 12, 2019.

Commissioner Christensen motioned and Commissioner Averill seconded the motion to approve the planning commission meeting minutes from June 12, 2019. Vote called and passed unanimous.

4. PUBLIC HEARING on the proposed General Plan Ordinance and update of the Harrisville City General Plan including long range planning goals and policies, associated elements, and maps.

Bill Morris explained that Harrisville City last adopted their general plan in 1997. It is time for the City to update their general plan again in order to follow state law. The City hired Rural Community Consultants to update the general plan two years ago. Staff and others have been working on revising the general plan ever since. The general plan is now ready to be reviewed by Planning Commission.

Mike Hansen with Rural Community Consultants presents PowerPoint presentation about the general plan and how it connects to state and federal law. Mr. Hansen explains the different components that make up the general plan and how it works. Mr. Hansen covers topics such as transportation, land use and zoning, health safety and welfare, environmental and historic preservation, and parks and rec.

Chair Chad Holbrook opened the public hearing on the general plan.

COMMENTS

Glen Williams - I think that's an excellent mixed use plan. I think it's a strong step in the right direction. My concern is the water that goes through the golf course. It serves my 28 acres. The retention basin at millennial park is not big enough to hold water if we were to flood. I'm concerned about putting structures on the basin because it would restrict water access to my property. The trails in the general plan take away parts of my property. I think there are other issues with horse trails, such as parking, and emergency situations where trails are butted up to someone's house. I also have concerns about the sewer line. I could hook into Pleasant View's if I'm part of their city.

Carissa S. - We were given permission to have the engineers engineer the pipe. I don't understand why the retention park is not sufficient. I've never had water issues in my yard. We are at the end of the pipe. If the pipe was backing up, the water would go straight into my yard, but that hasn't been the case. We were given permission to pipe the ditch nearby. We are in the cul de sac next to Millennial Park, 1986 N 575 W.

Geri Knighton, a realtor, stated that the General Plan should consider the integrity of Harrisville. The plan has a lot of area designated for mixed-use. Very little is in the single-family. There is very little housing for the younger generation. The state has a housing problem and it is not up to Harrisville to fix the state's problem. There is too much mixed-use in the proposed General Plan Future Land Use Map. The City should focus on having quick access to everything we need. She suggested not having more commercial and restaurants. She feels the lower southwest section of the map should be mixed-use there instead of elsewhere.

Marvin Farrell stated he owns property in Harrisville. There are retention pond and storm drain problems affecting this property. He would like the drainage and storm water problems fixed. Part of the problem in the City is that ditches cannot handle the storm water. The drain system underneath the railroad tracks is not designed to hold enough water. The City needs to have an extensive drainage system in the golf course to prevent flooding on 750 West. He feels we need more commercial development in the City. The only thing Harrisville has is Walmart and there should be more commercial.

Greg Montgomery said there is potential to build-up Harrisville. If you drive down Highway 89, you cannot tell you are in Harrisville. The Ben Lomond Gold Course redevelopment is a great opportunity to create a center place for residents. He said there is too much mixed use zoning on the map. The triangle between Wall Avenue and Harrisville Road has turned into blight. He suggests allowing mixed-use in areas that already have commercial zoning. He is also concerned about moderate income housing and could have more such housing. He does not like the proposed median on Larsen lane and feels that the transportation plan is too complex. He suggested narrower street profiles. Also, there is disconnect between parks and trails on the map.

Mike Ferrell expressed concern about irrigation and storm water with the golf course being developed. He is concerned about flooding on 750 West. The City will need a storm drain system, and improve the current system that is lacking to the north. Also, Six Mile Creek also floods every year. The City needs to address water issues.

Bryan Chapel is concerned about traffic congestion in the City. He also does not want a median on Larsen lane.

Mike Schooler feels the proposed General Plan looks really good. It also looks like there has been good due diligence. He has questions about mixed-use development and how it functions. He is concerned about what will happen with the golf course being developed. In his opinion, it seems to me that along highway 89, it would be a good place for commercial development on the frontage and residential behind. He does not like high density or rental units. North Ogden has crammed in too much high density housing. The golf course is a central area in the City and can

be developed as a community center. Right now people do not know what is happening to the golf course property and it is a fire hazard.

Rick Scadden spoke saying he is the developer seeking to develop the golf course into mixed-use. The concerns people have with hazards and drainage will be addressed and solved through the development. He will include single-family homes and some townhomes. He lives near the area and said that people in the City go elsewhere for food and shopping. He will also provide homes that are affordable.

Heidi Schlegal is a resident and said her home is in a future commercial zone. She really likes the idea of overlaying mixed-use for my property.

Roger Shuman said he reviewed the General Plan and likes 80% of it. He feels we already have plenty of moderate income housing in the City. The City should address problems with the railroad causing traffic congestion. When it comes to storm drain issues, there are storm drain systems that need to be upgraded in several parts of the City. He suggests eliminating the equestrian trail on the plan. He asked about the flood zone and open space area near the railroad tracks and if they matched. Staff noted that the open space area is designed to match the new FEMA Flood Plain that is currently being updated by FEMA. He thinks that mixed-use can work on the golf course redevelopment. He prefers single-family homes with some higher density would be fine. Commercial along Highway 89 is also reasonable. He is also interested in annexing the industrial area.

Holly Anderton is concerned about safety in the mixed-use areas. She feels like retail is to create experience for people, otherwise they shop online. She is not sure people will shop in the City. She feels the golf course is good for mixed-use, the other areas of mixed-use may be reconsidered.

Sean Conroy stated he is an engineer working with the developers for the golf course. He is planning for internal growth, in other words, housing for our children and families. He feels that the mixed-use plan is an excellent opportunity. He thinks the commercial element in the mixed-use properties should be negotiated in a development agreement depending on the project.

Aspen Teuscher said there are a lot of empty buildings in Harrisville, especially in our commercial area. She thinks the City should redevelop those areas. She said she is a millennial and does not think retail shops will work in the City. The Mall in Ogden failed. Commercial does not do well. She does not think commercial is a good idea on Highway 89. She prefers housing over commercial.

Shannon Rich addressed transportation concerns she has. There is a proposed light on Highway 89 and 1100 North. She is concerned about traffic flow that will bring into the neighborhood. She agrees with the commercial area. The City should also focus on redevelopment of the commercial area that is blight.

Craig Adam addressed the area of 1100 North. stop sign at 125 East and 1100 North. He is concerned that there will be speeding between Highway 89 to Washington Boulevard. He feels that the City already has plenty of moderate income housing and it is everywhere around us. He would like to see height restriction for the mixed-use areas and wants to maintain a view of the mountains.

Austin Moffitt said she likes a lot of what is happening with the General Plan. She is very concerned about losing open space we had at the golf course and other areas to mixed-use. She is concerned the City cannot support more commercial. She would like to clean-up the blight commercial already in the City. Also, she does not want mixed-use to obstruct the mountains.

Sarah Havey said she is not opposed to the mixed-use. She likes some of the ideas, and agrees with comments related to commercial. She said she has lived in Harrisville most of her life and thinks there are areas to focus on and fix such as adding too much mixed-use and creating more affordable housing around 1500 North. Maybe one solution would be to transition from larger to smaller lots. Also, create more affordable housing near Washington Boulevard. She feels high density housing creates more traffic and danger for our children.

Heidi Wahlen noted there are a lot of empty properties and building near Javier's and Larsen Lane. She asked about redevelopment and nuisance powers of the City to clean-up the blight areas. She likes mixed-use for smaller areas.

Scott Moffitt stated that if we create a super nice area for the golf course, the ugly parts of the City will just get uglier. If you move everything to the golf course, the areas off Wall Avenue and Washington Boulevard will get worse. He is concerned about aesthetics in the community being diminished by development and light pollution.

Todd Strong said he lives in Syracuse but has Harrisville friends. He also admitted he is a developer, but not developing the golf course. He thinks mixed-use is awesome and suggested to be made flexible. The golf course is a perfect place for mixed-use. He also suggested a mix-use overlay for the blighted commercial areas. That will help developers come in and develop nice areas. Without incentive from the City, none of the blighted areas will be cleaned-up.

There was not further public comment offered.

5. DISCUSSION on the proposed General Plan Ordinance and update of the Harrisville City General Plan including long range planning goals and policies, associated elements, and maps.

DISCUSSION

Bill Morris stated that there are a lot of concerns for storm water issues. Staff and the City engineer are familiar with these issues. The City requires that the development retain the storm water on site. Matthew Robertson, City Engineer, stated that current storm water retain water on-site and meter it into the storm drain system as a rate provided by the state. As a new development comes in at the golf course, some of the aging infrastructure will be replaced and upgraded so the new development is designed to address and better solve existing storm drain issues.

Bill Morris noted that much of the open space area in the general plan maps are designed FEMA Flood Plain. FEMA has been in the process of updated the Flood Plain Map using new technology and satellite imagery. As a result the updated Flood Plain has increased in size in some areas while decreasing size in other locations. The City does not allow development in flood zone areas as this puts people and property in danger, and the City will address the flood plain area on the golf course when it gets developed.

Matthew Robertson stated that Larsen Lane will be widened next year. The current traffic on Larsen Lane is 14,000 vehicles a day. The Wasatch Front Regional Council is projecting the road will soon have 22,000 vehicles per day. The widening plan is designed to accommodate this future traffic and handle the congestion problems that are presently causing the road to fail. It is necessary to improve this road now and for the future. Mr. Robertson stated that is no issue to remove the median language from the plan.

Commissioner Nelson is concerned that there is no height restriction outlined in the mixed-use ordinance. Ronda Kippen said there will be a maximum height of 35 feet added into the ordinance.

Ronda Kippen addressed some concerns from the public saying that any new commercial will have downward lighting to reduce light pollution. In addition, the mixed use ordinance allows for shared parking, which would reduce asphalt coverage in such developments.

Bill Morris stated that the City can use its Community Reinvestment Agency in help clean-up properties. The City is currently working with property owners, such as Javier's, for redevelopment opportunities. The City is also working with law enforcement to clean-up other blighted areas throughout the City. Mr. Morris stated is required under the new state law to adopt

a moderate income housing plan by the end of the year. Staff suggested tabling the general plan and discussing it again at a future meeting.

MOTION

Motion by Commissioner Averill, seconded by Commissioner Nelson, to table the proposed General Plan Ordinance, including the associated elements, goals, policies, and maps so staff can address the comments from this meeting. Vote called and passed unanimous.

5. DISCUSSION/ACTION on public meeting with affected entities relating to the proposed update of the Harrisville City Annexation Policy.

DISCUSSION

Bill Morris reviewed Utah Code Section 10-2-401.5 on the adoption of an annexation policy plan. Those who are in the affected entities may speak, but this is not a public hearing. The public hearing will be held at a later date as this meeting is for the affected entities. The City's current Annexation Policy P was adopted in 2003. Staff also noted that recent state legislation and policies are encouraging unincorporated islands to be annexed into surrounding cities. Eventually there will be no more unincorporated are in the lower valley of Weber County. The City desires to update the Annexation Policy Plan to conform to current state law. Mr. Morris was excused from the meeting for another obligation.

Doug Larsen explained that adopting the Annexation Policy Plan and performing an annexation are two (2) separate processes. The meeting now is to just address the Annexation Policy Plan, not to conduct an annexation. The Proposed 2019 Annexation Policy Plan includes four areas which Mr. Larsen individually reviewed all of which are unincorporated islands. Mr. Larsen showed a map of the unincorporated areas to be included in the Annexation Policy Plan.

Mr. Larsen explained that portion of the Weber Industrial Park is already included in the City's 2003 Annexation Policy Plan. The proposed 2019 Plan simply includes the entire industrial park. If the City at some point proceeds to annex the industrial park, that will be a separate process. He suggested that the City create short and long term maintenance plans for the municipal services related to the areas proposed for annexation. He also noted that the 2019 Plan proposes that the industrial park be zoned manufacturing as it presently exists.

Commissioner Nelson asked about the build-out of the industrial park. Mr. Larsen responded that there still remain some vacant parcels that could be developed. However, most of the industrial park is built out. Commissioner Nelson asked about other annexation options related to the industrial park. Mr. Larsen explained that if the industrial park is not annexed into Harrisville, it will be annexed into another City, such as Pleasant View or Farr West.

Chair Chad Holbrook accepted comment from the affected entities as required by state law.

COMMENTS

Teresa Stakebake said she is representing Richards Manufacturing and QBT. She feels that they are currently receiving all of the services needed from Weber County. She asked about any additional benefits beside a 2% property tax increase. She does not want to pay any increase and reviewed a portion of the plan regarding the Harrisville Police responding to calls in the industrial park. She is not aware that Harrisville can provide what Weber County is not already providing. She believes that the industrial park has been unincorporated because Kimberly Clark requested to leave Pleasant View in order to save taxes. She said she talked with Weber County, without naming who she spoke with, and said that they do not want to annex the property into a City.

Bill Cobabe stated he is the City Administrator of Pleasant View City. He said that the industrial park was deannexed a while ago for the tax break. They have enjoyed the tax break for the last 50 years because they were not in Pleasant View City. Mr. Cobabe read Utah State Code 10-2-101.5. He also stated that he provided Jennie Knight, the Harrisville City Recorder, a copy of the Pleasant View City Annexation Plan that has the industrial park is to shown for possible annexation into Pleasant View. He stated that state code says cities should not overlap annexation maps. He noted that Pleasant View does not have current plans to annex the industrial park right now, but in the future. He said that the Pleasant View policy is dated back to 2006. He admitted that Harrisville has an earlier plan dating back to 2003, but not including the entire industrial park. He admitted to accepting the Harrisville 2003 Annexation Policy Plan but disagrees with the 2019 Plan.

There were no further affected entity comments. It was noted there will be a 10 day comment period as provided in state law.

MOTION

Motion by Commissioner Averill, second by Commissioner Jensen, to table the 2019 Annexation Policy Plan pending the comment period provided in state law. Vote called and passed unanimous.

6. COMMISSION AND STAFF FOLLOW-UP

Commissioner Nelson asked about revisions to the items that were talked about during the meeting. Doug Larsen stated that revisions to the General Plan can be sent to Ronda Kippen and she will get them to staff. Any revisions from the commission regarding the Annexation Policy Plan can be sent to Mr. Larsen.

Commissioner Nelson would like the equestrian trail revamped.

Mr. Larsen addressed questions and comments on the Annexation Policy Plan.

7. ADJOURN

Being no further business, Chair Holbrook adjourned the meeting.

DRAFT



Harrisville City Planning Commission Staff Report

September 11, 2019

Application Information

Application Request:	Public hearing to discuss, take comment on, and make decision regarding a proposal to amend the following parts of the Harrisville City Code: §11.15. [ALL], to decide to repeal the current Mixed-Use Ordinance No. 491 and adopt the proposed Mixed-Use and Infill Zones in its entirety.
Type of Decision:	Legislative
Agenda Date:	Wednesday, September 11, 2019

Staff Information

Report Presenter:	Ronda Kippen rondakippen@gmail.com
--------------------------	--

History

- Work Session held with the Planning Commission on August 14, 2019

Background

Staff has been tasked to analyze and rewrite the mixed-use zone that would be more flexible and provide clear standards that will provide for a more desirable outcome for the city with amenities for the community.

Legislative Decisions

Decision on this item is a legislative action. When the Planning Commission is acting on a legislative item it is acting as a recommending body to the City Council. Legislative decisions have wide discretion. Examples of legislative actions are general plan, zoning map, and land use code amendments. Typically, the criterion for providing a recommendation on a legislative matter suggests a review for compatibility with the general plan and existing ordinances.

Staff recommendation

Staff recommends approval of the attached ordinance based on the following conditions:

1. The final draft must have legal review and approval prior to adoption.

This recommendation is based on the following findings:

1. The changes are supported by the 2019 Harrisville City General Plan.
2. The changes will provide needed support flexible and innovative development designs without locking the City into vague administrative decision criteria.
3. The changes are necessary to provide clarity in the Land Use Code.
4. The clarifications will provide for a more efficient administration of the Land Use Code.
5. The changes are not detrimental to the general health and welfare of County residents.

Exhibits

- A. Proposed Ordinance-with redlines

**HARRISVILLE CITY
ORDINANCE 503**

MIXED-USE AND IN-FILL DEVELOPMENT

AN ORDINANCE OF HARRISVILLE CITY, UTAH, REPEALING AND RE-ENACTING SECTIONS 11.10.020.10 AND 11.10.020.11 RELATING TO MULTI-FAMILY, REPEALING SECTION 11.14.020.2; ENACTING CHAPTER 11.15 MIXED USE ZONE AND IN-FILL DEVELOPMENT REGULATIONS; SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

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

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

WHEREAS, the City desires to meet the challenges presented by growth and development by adopting provisions for mixed-use and in-fill development;

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

WHEREAS, after publication of the required notice, the Planning Commission held its public hearing on September 11, 2019, to take public comment on this Ordinance, and subsequently gave its recommendation to _____ this Ordinance;

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

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

Section 1: **Repealer.** *Harrisville Municipal Code* §11.10.20.10, §11.10.020.11, and §11.14.020.2 is hereby repealed. Any word other, sentence, paragraph, or phrase inconsistent with this Ordinance is hereby repealed and any reference thereto is hereby vacated.

Section 2: **Re-enactment.** Chapter 11.15 of the *Harrisville Municipal Code* is hereby re-enacted to read as follows:

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

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

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

MICHELLE TAIT
Mayor

ATTEST:

JENNIE KNIGHT
City Recorder

RECORDED this ____ day of _____, 2019.

PUBLISHED OR POSTED this ____ day of _____, 2019.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provision of U.C.A. §10-3-713, 1953 as amended, I, the City Recorder of Harrisville City, Utah, hereby certify that foregoing Ordinance was duly passed and published or posted at 1) City Hall, 2) Martin Henderson Harris Cabin and 3) 2150 North on the above referenced dates.

JENNIE KNIGHT, City Recorder

DATE: _____

Mixed-Use and Infill Zones

11.11.010: PURPOSE AND INTENT:

11.11.015: DEFINITIONS:

11.11.020: APPLICATION OF ZONE:

11.11.030: APPLICATION REQUIREMENTS AND APPROVAL PROCESS:

11.11.040: DEVELOPMENT AGREEMENT AND MINIMUM STANDARDS:

11.11.010: PURPOSE AND INTENT

The purpose of the mixed-use and infill zones are to establish ~~a-zones~~ that allows for the development, redevelopment or encourage the development of underutilized parcels of real estate in a manner that requires projects to be designed and planned to provide a mix of uses created by various commercial, entertainment, recreation, open space and a variety of higher density residential styles that creates a quality design and enables *community connectivity and identity*.

The intent of the mixed-use and infill zones is to create self-sustaining villages that become easily accessible neighborhoods in which residents may walk to work, shopping, recreational facilities, and have access to mass transit. These neighborhoods are to provide a variety of housing opportunities and choices that include a range of household types, family sizes, and incomes. The scale and intensity of a mixed-use or infill development may vary depending on location, types of mixed uses and development theme.

11.11.015: DEFINITIONS:

- a) Development Agreement. Mixed-use and infill developments are entirely subject to a written Development Agreement negotiated by the City and Owner that meets or exceeds the requirements of this Chapter.
- b) High Density Residential. The purpose and intent of the higher density areas is to provide regulated areas for single family residential development with all the necessary ingress and egress and utilities for residential neighborhoods. This category provides areas of higher density, residential development within the city. Residential uses may be permitted within this land use classification on lots with a minimum lot size of 6,000 square feet per dwelling unit.
- c) Mixed-Use Zone. The mixed-use zone is a zone for developing vacant or under-used parcels within existing areas that are already largely developed. The city has identified significant vacant land parcels within city limits, which, for various reasons, has been passed over in the normal course of suburbanization and are eligible for mixed-use status. A mixed-use zone shall be a minimum of 10 acres unless the planning commission enters findings that a smaller but not less than five (5) acre development complies with this chapter and shall include a commercial component.
- d) Infill Zone. The infill zone is zone for developing vacant or under-used parcels within existing areas that are already largely developed. The city has identified parcels within city limits, are eligible for infill status. An infill zone may be either a commercial or residential or a mix thereof and shall be a minimum of five (5) acres of land, unless the planning commission enters findings

Commented [RK1]: Discussion item: I have lowered the minimum acreage due to this being an "infill" ordinance. I feel like this might be more useful if we open it up to smaller parcels.

40 [that a smaller but not less than one \(1\) acre development complies with this chapter. An infill](#)
41 [zone shall be based on the existing and adjacent zoning and shall further a major component of](#)
42 [the General Plan with the master development plan.](#)

Commented [RK2]: Discussion item: I have lowered the minimum acreage due to this being an "infill" ordinance. I feel like this might be more useful if we open it up to smaller parcels.

43 **11.11.020: APPLICATION OF ZONE**

44 A. The [mixed-use and infill zones](#) may be applied to properties under the following conditions:

- 45 1. Permitted on or within: Properties specified on the Future Land Use Map as Mixed-Use
46 [or Infill parcels.](#)
- 47 2. [Mixed-use or Infill](#) development may **not** occur in manufacturing and industrial zones.
- 48 3. All projects are subject to successful negotiation of a Development Agreement.

Commented [RK3]: Response to Commissioner Averill: This is just a catch all statement

49 B. A minimum of ten (10) acres of land area is required for any mixed-use zone, unless the planning
50 commission enters findings that a smaller but not less than [five \(5\) acre development furthers the purpose](#)
51 [and intent of this chapter and meets the following criteria:](#)

Commented [RK4]: Discussion item: I have lowered the minimum acreage due to this being an "infill" ordinance. I feel like this might be more useful if we open it up to smaller parcels.

- 52 1. Promotes the purpose and intent of the General Plan
- 53 2. Contributes to the implementation of a significant general plan goal or principle
- 54 3. Promotes Economic Development
- 55 4. The development is cohesive with the surrounding land and uses

56 [B. A minimum of five \(5\) acres of land area is required for any in-fill zone, unless the planning commission](#)
57 [enters findings that a smaller but not less than one \(1\) acre development furthers the purpose and intent](#)
58 [of this chapter and meets the following criteria:](#)

Commented [RK5]: Discussion item: I have lowered the minimum acreage due to this being an "infill" ordinance. I feel like this might be more useful if we open it up to smaller parcels.

- 59 [1. Promotes the purpose and intent of the General Plan](#)
- 60 [2. Contributes to the implementation of a significant general plan goal or principle](#)
- 61 [3. Promotes Economic Development](#)
- 62 [4. The development is cohesive with the surrounding land and uses](#)

63 **11.11.030: Application Requirements and Approval Process**

64 A. Application. An applicant shall submit a completed application form to apply for a [mixed-use or infill](#)
65 [zone](#) and pay the adopted application fee. The City shall maintain an official application form including
66 [of the required](#) items [outlined in Zoning Procedures \(see Zoning Ordinance Section 11.06\)](#) to be
67 submitted with the application. An application will not be considered complete until all required items
68 have been submitted and the application fee has been paid.

69 B. Project Master Plan. The project master plan articulates the project concept, general design, proposed
70 mix of uses and relationships within the project and with adjacent properties outside of the proposed
71 zone and must be submitted with the application. A proposed master plan for mixed use shall include the
72 following:

- 73 [1. A disclosure of the development team's individual roles and contact information and the](#)
74 [owner's names, investor information and any additional essential members that will be involved](#)
75 [with the development.](#)

76 ~~4.2.~~ A map showing the proposed [boundary and](#) arrangement of the project, including all
77 buildings, parking, landscaping improvements, the general location of necessary public and/or
78 private roads, development areas, open space areas (including both improved open space and
79 natural open space), public and/or private trails, public and/or private parks and recreational
80 facilities, public building sites, any major stormwater drainageways, any planned waterways, and
81 the anticipated location of any other major public facilities required to serve the project area.

82 ~~2.3.~~ A project narrative of the proposed development and the uses for each development area
83 shown on the project master plan map, together with land tabulations detailing the proposed
84 uses of land for all areas of the project, and proposed lot or parcel development standards,
85 phasing of development, if applicable, and shall include a description of the residential densities
86 and commercial intensities of development that are proposed within each development area or
87 phase.

88 ~~3.4.~~ A list of development commitments the applicant is prepared to make with the City, and a
89 list detailing what the development needs from the City. This list will be the initial basis for
90 development agreement negotiation.

91 ~~4.5.~~ Proposed architectural design standards, including drawings and sketches demonstrating the
92 proposed design, character, features, and color palette of the proposed buildings.

93 ~~5.6.~~ A written description of the specific elements of the proposed project that are required to
94 explain the project master plan map and the uses, densities, and intensities of development. Such
95 descriptions shall include descriptions of any specific commercial components, public facilities,
96 open space elements, including open space preservation plans, parks, trails, recreational facilities,
97 transportation plan, roads or other improvements, alternative development options, phasing
98 requirements, and any limitations to development due to environmental site conditions or
99 potential impacts on adjacent uses.

100 ~~6.7.~~ The proposed project master plan, if the development is outside a redevelopment district,
101 shall be reviewed at the same time as the proposed development agreement. The project master
102 plan shall be modified to incorporate any changes required by the city, any conditions or
103 limitations to the development of the land required by the city and any agreements, approvals or
104 other matters anticipated or required by the city as necessary to develop the subject land. The
105 project master plan, with these corrections, shall be deemed approved upon incorporation into a
106 final development agreement that is adopted by an ordinance in connection with the
107 reclassification of the subject land to mixed use [or infill](#) zoning in accordance with the provisions
108 of this chapter.

109 ~~8.~~ ~~An approved master plan shall be complete. The master plan shall meet the policies of the~~
110 ~~General Plan, the requirements of this section, the standards of this chapter and the purposes of~~
111 ~~the redevelopment district that has been established for the specific redevelopment district. The~~
112 ~~applicant must provide the following to demonstrate the ability of the applicant to financially~~
113 ~~carry out the proposed project under total or phased development proposals within the time limit~~
114 ~~established in the development agreement:~~

115 [a\) Information on the principal investors or lenders](#)

Commented [RK6]: Discussion point on graduated change in density-buffer zones to mediate negative impacts

116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153

- [b\) A market study for the proposed development](#)
- [c\) An appraisal of property](#)
- [d\) Conformation of funds for the proposed development.](#)

[9. Approval Process. Once the application has been deemed complete the application will be forwarded to the planning commission. The planning commission shall forward a recommendation on the requested mixed-use or infill rezone request and the master plan development to the city council for a final decision.](#)

[The city council will evaluate the proposed development for any beneficial use that may be necessary for the community reinvestment agency. An approved master plan shall be considered complete upon the recordation of the approved ordinance for the mixed-used or infill zoning by the city council and the development agreement approved by the mayor. The approved documents shall be recorded with the Weber County Recorder's Office and are required to be in place prior to any major construction taking place on the proposed development.](#)

[All amendments to the development agreement may be approved by the mayor, with the option to bring in the city council for addition input.](#)

[The master plan shall meet the policies of the General Plan, the requirements of this Land Use Ordinance of Harrisville City, the standards of this chapter and the purposes of the community reinvestment agency.](#)

11.11.040: DEVELOPMENT AGREEMENT AND MINIMUM STANDARDS

A. A development agreement is required to be entered between the city and the applicant as part of any legislative request for a rezone to a [mixed-use or infill](#) zone to document the successful negotiation between both parties. The following items must be addressed in the development agreement.

1. Entry Feature. Each project shall have at least one prominent entry feature. The minimum entrance design should consist of a monument sign naming the development surrounded by a variety of ground cover, shrubs and trees.
2. Density. The base residential density of the project should generally be an average overall density of six units per acre but may be increased if agreed to in the development agreement. Any proposed voluntary contributions, including those proposed in pursuit of density bonuses should be identified in the applicant's narrative including the base density calculations, and a tabulation and explanation of the requested bonus density. Residential units in a mixed-use building that are above ground floor commercial do not count in the overall density

The following offers a guide to assist in prioritizing bonus density based on a development's offerings. After recommendation from the planning commission, the city council has legislative authority to determine final bonus density awarded. The development's offerings shall provide a public benefit proportionate to the final awarded bonus density. The development's bonus density offerings and the city's bonus density awards shall be clearly documented and tabulated in the development agreement:

- 154 a. Roadway landscape design plan. Implementation of an approved roadway landscape
 155 and design plan that includes, but is not necessarily limited to, vehicle and pedestrian
 156 circulation, lighting, and street trees of an appropriate species, as approved by the
 157 public works director, size of at least a two-inch caliper, and quantity of not less than
 158 eight trees for every 100 feet of road length: up to a 15 percent bonus.
- 159 b. HOA park or neighborhood park. An HOA park or neighborhood park, open to the
 160 general public: up to 20 percent bonus.
- 161 c. Community Garden. A community garden, open to the general public: up to 20
 162 percent bonus.
- 163 d. Public park. A park donated to and with the consent of the city, local park district, or
 164 other city approved entity: up to a 10 percent bonus.
- 165 e. Public building. Land, whether within the development or not, donated to the city for
 166 a public cultural or recreational facility, or for emergency services: up to a 10 percent
 167 bonus.
- 168 f. Excess sewer capacity. Development of excess sewage treatment capacity: 3 percent
 169 for every 10 percent capacity increase over the development's base density.
- 170 g. Agricultural land. Active agricultural property that qualifies and is maintained under
 171 the Utah Farmland Assessment Act (FAA, also called the Greenbelt Act) secured with
 172 a permanent preservation easement of 10 or more contiguous acres of viable
 173 agricultural land: One percent per acre up to 50 percent.
- 174 h. Performance. Energy efficient homes and appliances required in the developer's
 175 CC&R's, as acceptable to the planning commission: up to a 10 percent density bonus.
- 176 i. Pathways and trails. Pathways and trails as specified on the city trails map: up to a
 177 10 percent density bonus.
- 178 j. Cul de sacs. Developments that have less five (5) percent of the roadway design
 179 utilizing cul de sacs that offer a snow storage area within the cul de sac: up to a 10
 180 percent density bonus
- 181 k. Open space. Clustering developments in a way to preserve large open space areas
 182 may be available to be awarded additional bonus density to preserve viable open
 183 space. Open space shall be considered contiguous acreage that qualifies as one of
 184 the following:
- 185 1. Active agricultural property that qualifies and is maintained under the Utah
 186 Farmland Assessment Act (FAA, also called the Greenbelt Act)
 - 187 2. Parks and trail systems that have a public benefit
 - 188 3. Passive open space either owned in common or by a single entity that is
 189 intended to preserve natural scenic amenities such as trees, rock outcrops,
 190 ravines, wetlands, ponds, streams, or other natural features
- 191 - Open space bonus density may be granted for the above amenities as follows:
- 192 1. 5 acres up to 10 acres: up to a 15 percent bonus density
 - 193 2. 11 acres up to 25 acres: up to a 25 percent bonus density
 - 194 3. 26 acres up to 50 acres: up to a 50 percent bonus density
 - 195 4. 51 acres and up: up to a 75 percent bonus density

Commented [RK7]: Discussion point by Commissioner Averill regarding whether there should be a minimum park size as a standard or does the ¼ acre park grant a 100 acre project and a 10 acre project the same bonus density

196 B. Commercial Component: A project in the Mixed-use zone shall have a clear and viable commercial
197 component. The specific amount of the project to be used for commercial purposes shall be negotiated
198 in the development agreement but must have a minimum ratio of 10% Commercial: 90% Residential for
199 large scale developments. Developments with less than twenty (20) acres may be required to have a
200 higher Commercial/Residential ratio as determined by the planning commission and city council.

201 The commercial design and implementation of the commercial component is vital to the success of the
202 project. To ensure that adequate commercial development is integrated with each phase of the
203 development, the development agreement will identify the required percentage of commercial
204 development which must be installed with every residential phase in the MU-mixed-use zone.

205 C. Permitted and Conditional Uses. The development agreement shall outline the permitted and
206 conditionally permitted uses for the project. To ensure compatibility, the following types of uses will NOT
207 be allowed in any MU-mixed-use or infill zone:

- 208 • Any business with indoor or outdoor storage.
- 209 • Car wash.
- 210 • Convenience store/service station.
- 211 • Auto lubes and oil centers.
- 212 • Manufacturing and or industrial uses.
- 213 • Motor vehicle or motor recreational vehicle sales and display.
- 214 • Motor vehicle repair and service.
- 215 • Recycling centers/recycling collection areas.
- 216 • Rehabilitation/treatment, protective housing, transitional housing, or
- 217 boarding house.
- 218 • Sexually oriented businesses.
- 219 • Short term loan businesses.
- 220 • Single retail unit space over fifteen thousand (15,000) square foot footprint.
- 221 • Warehousing as the main use.
- 222

223 D. Lot dimensions. The development agreement shall identify the lot dimensions for each type of lot
224 being proposed. The lot arrangement, design, and shape should be such that lots will provide satisfactory
225 and desirable sites for buildings and be properly related to topography.

226 E. Setbacks. The development agreement shall identify the building setbacks for each lot type being
227 proposed. The minimum setbacks for residential neighborhoods in the mixed-use zone shall be fifteen
228 (15) feet for front yards, five-ten (5-10) feet for side yards and ten (10) feet for rear yards. In no case should
229 a garage that faces a street be located closer than twenty (20) feet from the back of a sidewalk or public
230 trail.

231 F. Building Height. The development agreement shall identify the building height restrictions for each
232 building type and use on each lot type being proposed. The minimum building height for single, twin and
233 town homes shall be thirty-five feet (35'). The building height for all multi-family, mixed--used and
234 commercial structures shall be negotiated as part of the details in the required development agreement.

Commented [RK8]: Discussion point: this is a hot topic from future developers to the planning commission. I would like to get more discussion on this item. Do we want a set commercial percentage, or would it be better to see the development, the location, type of plan etc.... prior to setting a percentage... make it negotiable?

Commented [RK9]: Discussion point: Commissioner Averill would like to discuss a stand-alone convenience store as an allowed use but continue with not allowing for gas stations in the MU Zone.

Commented [RK10]: Discussion point: Maximum building height?

235 G. Open space: The development agreement shall identify the minimum required open space for the
236 project. No project should have less than ten (10) percent of the total gross project area, as dedicated
237 open space. For the purposes of this section, dedicated open space may include:

238 1. Property dedicated to Harrisville City for the purpose of creating or maintaining open
239 space and/or recreation areas and facilities.

240 2. Active recreation areas owned either in common or by a single entity that is
241 accessible to all residents of the development and dedicated as permanent open space.
242 Active recreation may include, but is not limited to, playing fields, courts, pools,
243 recreation centers, trails, playgrounds, picnic areas, amphitheaters, parks, etc. Common
244 yards maintained by an HOA or other similar entity shall not qualify as open space for
245 the purposes to complying with this section.

246 3. Passive open space either owned in common or by a single entity that is intended to
247 preserve natural scenic amenities such as trees, rock outcrops, ravines, wetlands, ponds,
248 streams, or other natural features.

249 4. Active agricultural property that qualifies and is maintained under the Utah Farmland
250 Assessment Act (FAA, also called the Greenbelt Act).

251 H. Parking Standards. The development agreement shall identify the parking standards for each type of
252 use. The following minimum standards should be considered:

253 1. Single Family Detached Lots, and Twin Homes. A two (2) car garage should be provided
254 for each housing unit with space to park two (2) additional cars in the driveway between
255 the garage and the sidewalk.

256 2. Multi-Family and Town Homes. Two parking spaces per unit should be provided plus
257 one (1) guest parking space shall be provided for every three (3) units.

258 3. Commercial. The parking standards established in the CP-2 zone shall apply. When
259 two or more buildings or uses with different peak parking periods or hours of operation
260 are proposed, the applicant may request to share parking spaces. The City may allow in
261 the development agreement the ability to share up to twenty (20) percent of the parking
262 required for one commercial building or use to be supplied by the off-street parking
263 spaces provided by another commercial building or use. Surface parking lots shall be
264 landscaped with islands which include trees to help unify the parking lot as a visual
265 amenity to the development. The separation of pedestrian access from vehicular traffic is
266 an important design consideration. Service areas for buildings should be away from
267 pedestrian accesses and public streets. The use of alleys for service of residential parking
268 access is encouraged.

269 J. Residential Design Standards. The development agreement shall identify the design standards that
270 shall apply to the residential portion of the project. The following minimum standards should be
271 considered:

272 1. Single Family Detached and Twin Homes.

273 a. No two (2) detached homes of the same exterior architectural design should
274 be situated next to, or across the street from, another.

275 b. For projects of ten (10) lots or more, the developer/builder should provide
276 the City with no less than five (5) different home designs with differing exterior
277 elevations, rooflines, colors and materials.

278 c. Twin homes should be designed so that both units are architecturally
279 compatible in forms and materials.

280 2. Town Homes.

281 a. When town home lots are proposed along a major residential street and/or
282 are facing a park, rear loaded designs should be preferred to front loaded
283 designs.

284 b. No more than ~~five (5)~~ six (6) individual units should be attached without the
285 creation of a new separated building.

286 c. Each unit should have a well-defined entrance celebrated by a front porch or
287 covered entryway.

288 b. The massing of the front façade of each unit should be broken up into
289 smaller components to avoid unrelieved vertical walls.

290 e. Architectural detail shall be provided at focal points on all building façades,
291 such as doorways, balconies, roof overhangs and dormers, such that
292 monotonous horizontal lines greater than 50 feet do not occur.

293 3. Multi-family.

294 a. Buildings that are located within forty (40) feet of a public street should have
295 at least twenty-five (25) percent of the wall surface facing the street in window
296 and door areas. The buildings should also include ground floor pedestrian
297 entrances that are oriented toward the street and/or an open space area
298 accessible from a street.

299 b. The use of brick and/or stone should appear structural and should terminate
300 at natural locations (building projections, inside wall corners, etc.). The use of
301 brick and/or stone on only one elevation, the street façade for example, is
302 discouraged. At least twenty-five (25) percent of the exterior elevations should
303 include brick or stone.

304 c. The massing of the front façade of each unit should be broken up into smaller
305 components to avoid unrelieved vertical walls.

Commented [RK11]: Discussion point: Waiting on clarification from Sean Lambert first...

306 d. Architectural detail shall be provided at focal points on all building façades,
307 such as doorways, balconies, roof overhangs and dormers, such that
308 monotonous horizontal lines greater than 50 feet do not occur.

309 e. Parking areas should not be located between buildings and the street. A
310 complete street design utilizing on street parking, landscaping and safe
311 pedestrian foot traffic may be negotiated in the commercial mixed-use areas if
312 the planning commission and city council finds the design desirable and safe in
313 the proposed areas. Parking lots may be located in the interior of the block
314 and/or behind the buildings.

315 f. Interior parking lot landscaping areas should be dispersed throughout the
316 parking lot. Landscape islands should be required at the end of the parking
317 rows, and at the midpoint of parking rows which exceed fifteen (15) parking
318 stalls. One tree should be required in each landscape island.

319 g. All trash enclosures shall be placed in such a manner that they are not
320 visible from a public or private street and shall be adequately screened and
321 buffered. Landscaping is the preferable form of buffering with the trash
322 enclosure screening being materials that are consistent with a masonry wall or
323 other materials consistent with the design of the main building(s).

324 h. There should be a landscape buffer of at least eight (8) feet between any
325 parking area and the side and rear property lines. If the property abuts
326 residentially zoned property, trees shall be planted along the shared property
327 line at a rate of one tree for every thirty (30) feet.

328 i. Lighting. All permanent fixtures should include full cutoff shields with light
329 directed downward to avoid light pollution. Light poles should be limited to
330 between twelve (12) to twenty (20) feet in height and should include decorative
331 lamps

332 4. Commercial Design Standards. The development agreement shall identify the design
333 standards that shall apply to the commercial portion of the project. The following minimum
334 standards should be considered:

335 a. Site Design. In order to create a street edge and give visual preference to pedestrian
336 related access to the site, buildings should be sited to face the street with parking lots in
337 the rear of the building or located within the interior of the block whenever possible
338 unless a complete street design is part of the proposal. Development projects with deep
339 parcel depths that have buildings going into the property away from main streets should
340 also have the buildings placed on either side of a central plaza, green space, natural
341 feature or walkway with the buildings fronting that walkway or plaza. When space is
342 limited it may be necessary to create a secondary entrance from the parking area to the
343 building which faces the street.

- 344 b. Building Entrances. Building entrances should draw focus to themselves with either
345 taller masses above, volumes that protrude from the rest of the building surface or
346 volumes that are recessed into the building. Main entrances should be covered by a
347 canopy, awning or other architectural element including signage.
- 348 c. Roof lines. Pitched roofs are encouraged for stand-alone buildings. For buildings
349 with flat roofs, the roof lines should vary in height every fifty (50) feet in such a way that
350 monotonous horizontal lines greater than 50 feet do not occur to avoid a box like
351 appearance.
- 352 d. Materials. The majority of each building (51% or more of the wall area excluding
353 windows and doors) should be constructed of brick, stone, fiber cement, wood or hardy
354 board siding.
- 355 e. Transparency. Thirty to forty percent (30-40%) of the main level of the front façade
356 should include windows. Upper stories should include twenty to twenty five percent (20-
357 25%) of the front façade in windows.
- 358 f. Lighting. All permanent fixtures should include full cutoff shields with light directed
359 downward to avoid light pollution. Light poles should be limited to between twelve (12)
360 to twenty (20) feet in height and should include decorative lamps.
- 361 L. Street Cross Sections. The development agreement shall identify the street cross sections that shall
362 apply to the project. The following minimum standards should be considered:
- 363 1. Public Streets.
- 364 a. Sidewalks should typically be required on both sides of all streets separated
365 from the curb by planter strips at least four (4) feet in width without street trees
366 and eight (8) feet in width with street trees, as approved by the City public
367 works director, planted at approximately thirty (30) foot intervals within the
368 planter. If a public trail is proposed along one side of the street, the trail should
369 replace the sidewalk requirement for that side of the street.
- 370 b. Collector street widths (curb to curb) typically should not exceed forty-two
371 (42) feet in width unless bike lane, or other amenities are included.
- 372 c. Local street widths (curb to curb) typically should not exceed thirty-six (36)
373 feet.
- 374 d. Minor street widths (curb to curb) typically should be a minimum of twenty-
375 nine (29) feet. Where possible, minor streets should include some curvature in
376 the road to avoid monotony and to create visual interest.
- 377 e. The maximum length of a dead-end public street shall not exceed six hundred
378 (600) feet as measured from the centerline of the connecting street to the center
379 point of the cul de sac.
- 380 2. Private Streets.

381 a. Private streets should only be allowed for local or minor streets that have no
382 public interest for traffic circulation and connectivity.

383 b. Private streets should be built to the same standards as public streets of the
384 same classification as far as untreated subbase, asphalt thickness, and other
385 engineering standards.

386 c. The maximum length of a dead-end private street shall not exceed six
387 hundred (600) feet as measured from the centerline of the connecting street to
388 the center point of the cul de sac.

389 M. Landscaping. The development agreement shall address the landscaping requirements for the
390 project. The following minimum standards should be considered:

391 1. Residential. A minimum 250 square feet of fully landscaped open space shall be
392 required per unit. A minimum of one (1) two-inch (2") caliper tree for each lot should be
393 included within the open space or common areas throughout the development.

394
395 2. Commercial. A minimum of twenty (20) percent of the commercial site area shall be
396 landscaped. No more than fifty (50) percent of the twenty (20) percent landscape area
397 should be in turf grass. Deciduous street trees, as approved by the public works director,
398 should be planted along the street frontages at rate of one tree for every thirty (30) feet
399 of frontage.

400 3. Xeriscape designs are permitted and encouraged provided, however, that the failure
401 of an owner to install and maintain landscaping within the front yard under the guise
402 that the vegetation and bare ground occur naturally on the site does not constitute
403 xeriscaping. When xeriscaping is proposed, twenty (20) percent or more of the
404 landscape area shall be covered with vegetation, not including required street trees as
405 approved by the public works director.

406 N. The development agreement shall address all required public utilities easements including any off-
407 site utility work that may be required, and any other aspect of the development deemed appropriate by
408 the City and the developer.

409 [O. Harrisville City shall be notified of the any ownership transfer within four weeks of all transfers of](#)
410 [ownership of the real estate of a project master plan in a mixed-use or infill development.](#)

411 [P. Expenses. The city shall require the applicant to reimburse the city for all reasonable expenses](#)
412 [incurred by the city related to the preparation and adoption of a development agreement.](#)

413

414



Harrisville City Planning Commission Staff Report

September 11, 2019

Application Information

Application Request: Public hearing to discuss, take comment on, and make decision regarding preliminary approval of Warren Hollow Subdivision, a 24 lot subdivision

Type of Decision: Administrative

Agenda Date: Wednesday, September 11, 2019

Property Information

Project Area: 8.2306
Zoning: R-1-10
Parcel ID: 11-027-0034, 11-027-0033

Staff Information

Report Presenter: **Ronda Kippen**
rondakippen@gmail.com

Applicable Ordinances

- 11.09 Residential Development Standards
- 12.02 Subdivision Preliminary Approval

History

- Project management work sessions held with Harrisville project reviewers

Summary

The applicant has rezoned the property from the R-1-15 zone to the R-1-10 zone and has meet numerous times with the staff to review the proposed subdivision. The proposed layout is a 24-lot subdivision with a detention pond on Parcel A. The proposed subdivision has multiple deficiencies and does not meet the preliminary subdivision requirements and the residential development standards of the Land Use Ordinance of Harrisville City for preliminary approval based on the conditions outlined in the packet.

Administrative Decisions

When the Planning Commission is acting as a land use authority, it is acting in an administrative capacity and has much less discretion. Examples of administrative applications are conditional use permits, site plan reviews, flag-lots, and subdivisions. Administrative applications must be reviewed and receive a recommendation by the Planning Commission if the application demonstrates compliance with the approval criteria.

Staff recommendation

Staff recommends tabling the Warren Hollow Subdivision, a 24-lot subdivision. This recommendation for tabling this application is subject to all applicable review agency requirements and is based on the following conditions:

1. All lots must have a minimum of 90 feet frontage
2. A UDOT Permit is required for access to Lot 24
3. All conditions of the City Engineer must be addressed

This recommendation is based on the following findings:

1. The subdivision is in compliance with the Harrisville City General Plan.
2. With the recommended conditions, the proposed subdivision complies with all previous approvals and the applicable County ordinances.
3. The proposed subdivision will not be detrimental to the public health, safety, or welfare.
4. The proposed subdivision will not deteriorate the environment of the general area so as to negatively impact surrounding properties and use.

MEMORANDUM



CONSULTING ENGINEERS

TO: Harrisville City Planning Commission

FROM: Matthew L. Robertson, P.E.
City Engineer

RE: **WARREN HOLLOW SUBDIVISION**
Preliminary Plan Submittal

Date: September 4, 2019

Our office has completed a review of the preliminary plat and improvement plans for the Warren Hollow Subdivision located at approximately 217 E Larsen Lane. Due to the incomplete status of the plans for the sewer and secondary water detailed below, we recommend that approval of the preliminary plans and drawings be tabled for now as these issues are resolved. Our comments relative to the drawings received on August 26, 2019 are as follows:

PRELIMINARY PLAT

1. Minimum lot frontage is 90'. Adjust lots 8,9, 12, and 19 as necessary to meet this requirement.
2. Adjust the property line between Lots 4 and 5 so that the existing home on Lot 5 has the proper side yard setback. The interior side setback in this zone is 8 ft. This could potentially be done by slightly shifting the line between Lots 3 and 4.
3. The City met several months ago with Greg Montgomery regarding a lot line adjustment on his property on the east side of the development. Verify if this adjustment has been recorded and show on the new plat if it has. Also, verify that a future lot to the east of Lot 9 will have enough depth with the new location of the Montgomery's back property line.
4. A temporary turn-around per City Standards needs to be shown on one of the lots at the end of both stub roads if these roads are not going to be continued.
5. There are concerns that the sizes and shapes of Lots 10, 12, 16, and 17 will not allow for a large enough buildable area with the proper setbacks. Verify that a home is feasible on these lots. We may need to have a buildable area shown on the lots on the plat with the setbacks shown to warn homebuilders of the lots' limitations.
6. All lots in the subdivision must be labeled with an "R" (restricted) or "SR" (specific restricted) with a note on the plat regarding the lowest habitable floor level per City Code 8.07.010.
7. Add the required signature blocks to the plat.
8. Any utility easements that may be necessary other than the PUE along the frontages will need to be shown. Also show any existing easements on the property.
9. Addresses and street names will be provided by our office and will need to be on the final plat.
10. The radii of curves C1, C2, and C3 exceed the minimum recommendation in the AASHTO Design Manual (Table 3-13b). The minimum radius is 198 ft for a 25 mph road. These radii should be adjusted as possible to get closer to the minimum recommendation.
11. The roadway ending at Lot 19 and Parcel A does not meet City Standards. A City Standard cul-de-sac is required at the end of a road that does not connect to an existing or future road.

SITE PLAN/ROADWAY

12. Show or reference the typical street cross section on the plans. As previously discussed, this development may use the 60' R.O.W. Minor Street Section. The asphalt and untreated base course thickness should match the typical street section (not what is on the current Site Plan).
13. The new cross section includes 5' wide sidewalks instead of 4' as shown on the plan.

14. Show the location of the trees in the parkstrip that are required for this street section.
15. It is preferable to connect to 700 North at this time to provide a second access to the subdivision and to provide a public right of way for the installation of the sewer and water lines. Further discussion needs to occur with the neighboring properties so that a dedicated road can connect from 700 North to the new development.

CULINARY WATER

16. Bona Vista Water has provided an “Availability Letter” only and not a “Will Serve” letter. Meet all requirements from Bona Vista which will include proof of secondary water and may include a connection to 700 North.
17. Verify the size of the water line on Larsen Lane; I believe it is 10” instead of the 8” shown.
18. Gain approval for the number and location of fire hydrants from Bona Vista and North View Fire.

SANITARY SEWER

19. As presently shown on the plans, the City cannot service the development with sanitary sewer. The plans show the sewer line going through private property to connect to 700 North but the City does not own any right of way or easement for this. This line should be in a City right of way so that it can be easily accessed and maintained. The preferred path for the sewer to leave this development and connect to 700 North would be on the future road shown on the plans, also known as Jennings Lane. Further discussion needs to occur with the neighboring properties so that a dedicated road can connect from 700 North to the new development.
20. The sewer line on Larsen Lane is owned by Ogden City. Obtain approval for the new lateral connection to this line from Ogden City.

SECONDARY WATER

21. We have had multiple discussions with the Developer concerning the secondary water system for the development. Pine View Water will not serve the subdivision because it is located outside of their boundary. The Developer has stated that a private system would be designed and installed but it is not shown on the plans. A feasible secondary water system is required to develop and to be served culinary water from Bona Vista. Since this system has not been designed or shown on the plans, we do not feel that the preliminary improvement drawings are complete nor should be approved at this time.

STORM DRAIN

22. Show the existing storm drain line which traverses the property on the plans. It is unclear on whether this line will be in the new roadways or if it needs to be re-aligned. Also show the existing pipe size and where it connects to the storm drain system outside of the property.
23. The existing line shown in pink and labeled as storm water on Larsen Lane is a gravity irrigation line to the property, not storm drain.
24. Max slope on detention basin side slopes is a 3:1 (plans show a steeper 2.5:1).
25. Storm water discharge is limited to 0.10 cfs/acre. Revise storm water calculations and detention basin size accordingly. See City Code 10.14 for storm drain design and construction standards.

GENERAL

26. A geotechnical study must be prepared for the site and submitted for review. This is necessary to identify any groundwater, soils, or geologic concerns. This is necessary if any structures are to be located below the natural ground elevation. Water table information is also necessary for the design of the storm water detention basin.

**HARRISVILLE CITY
ORDINANCE NO. 501**

ANNEXATION AND GENERAL PLAN

AN ORDINANCE OF HARRISVILLE CITY, UTAH, AMENDING SECTION 11.01.055 REFLATING TO ANNEXATION; ADOPTING CHAPTER 10.01 ENTITLED “GENERAL PLAN” AS PART OF THE MUNICIPAL CODE; SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, the City desires to adopt an updated General Plan;

WHEREAS, after publication of the required notice, the Planning Commission held a Public Open House on April 10, 2019 and a Public Hearing on August 14, 2019 and subsequently gave its recommendation to _____ this Ordinance;

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

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

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

Section 2: Adoption. Section 11.01.055 and Chapter 10.01 of the *Harrisville Municipal Code* is hereby respectively amended and adopted to read as follows:

11.01.055 ~~Territory Annexed Into The City~~ Annexation.

1. Annexation Policy Plan. If the City desires to annex any unincorporated area into the boundaries of the City it must first adopt an Annexation Policy Plan in accordance with Utah Code Annotated §10-2-401.5, as amended.
2. Process. The annexation process shall comply with Part 4, Chapter 2, of Title 10 of the

- Utah Code Annotated, including any amendments to the same.
3. Land Use. The land use for any unincorporated area annexed into the City, or subject to a boundary adjustment, is governed by Utah Code Annotated §10-9a-506, 1953, as amended.

Chapter 10.01 General Plan

Sections:

- 10.01.010 General Plan.**
- 10.01.020 Plan Amendment Procedure.**
- 10.01.030 Effect Of The Plan.**
- 10.01.040 General Plan Elements.**
- 10.01.050 Capital Plans.**

10.01.010 General Plan.

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

10.01.020 Plan Amendment.

1. Amendment. An amendment to the General Plan initiated by an applicant shall follow the procedures outlined in state law and this Section. This Section does not apply to an amendment initiated by the City, except to the extent required by state law.
2. Procedure. The Planning Commission shall process a request for a party to amend the General Plan in accordance with this Chapter by either:
 - a. Making a vote to deny the request which ends the process; or
 - b. Consider the request by initiating the procedures required by Utah Code Annotated §10-9a-403, as amended.
3. Fee. Any amend the General Plan shall be accompanied by a fee or reimbursement to the City in the amount necessary to recoup all costs for the same.
4. Denial Appeal. If the Planning Commission decides not to initiate the amendment procedure required by state law the request is denied.

5. Request. In consideration of a request to amend the General Plan, the Planning Commission shall consider the following criteria:
 - a. Whether there exists a compelling interest that would justify deviation from the existing general plan in favor of an amendment.
 - b. Whether the need for such an amendment was contemplated, considered, or foreseeable at the time the general plan use map was adopted.
 - c. Whether new circumstances exist or are anticipated that warrant such an amendment to the existing plan.
 - d. That the proposed plan amendment does not detrimentally effect surrounding property, and is in harmony with the overall General Plan.
 - e. That the proposed amendment will benefit the health, safety, and general welfare of the community.
 - f. The fiscal impact to the City and all other affected entities.
 - g. The concept plan of the requested amendment that includes:
 - i. The area of the request;
 - ii. The types of uses proposed; and
 - iii. The general layout of the area proposed as part of a development project.
6. Amendment. If the Planning Commission votes to consider the amendment then it may consider the following:
 - a. Depending on the complexity, size, impact, or extent of a General Plan amendment, require the requesting party to submit an independent economic and land use feasibility study of the area considered for amendment.
 - b. Determine whether any other studies or additional follow up studies may be required, including but not limited to traffic and studies, sprawl assessment, environmental impact study, wetland delineation, and any other related study.
 - c. Outline the scope, time frame, and extent of an amendment, and provide for any limits of such for any amendment.
 - d. Take any other measures in the consideration on any amendment.
7. Study. An economic and land use feasibility study commissioned in under this Chapter as part of an amendment shall consider:
 - a. The population and population density within the area proposed for amendment and the surrounding area under the existing plan and the proposed amendment.
 - b. The history, geography, geology, and topography of and natural boundaries within the area proposed for amendment, any flood concerns, drainage ways or flood plain area, natural hazards, and soil compatibility, and the impact on the surrounding area.
 - c. Environmental factors including, but not limited to:
 - i. Past environmental history and geological hazards in the area;
 - ii. Water quality;
 - iii. Storm water;
 - iv. Air quality;
 - v. Transportation impacts;
 - vi. Wetlands;

- vii. Flood Plain or flood prone areas;
 - viii. Public safety; and
 - ix. Other related factors as determined by the Planning Commission.
 - d. Whether the proposed amendment creates inconsistency in the overall General Plan, an island, or peninsula of competing or conflicting land uses.
 - e. Whether the proposed amendment will hinder or prevent a future and more logical and beneficial plan amendments.
 - f. The fiscal impact on the City and all affected entities.
 - g. Current and five year projections of demographics, economic base, and anticipated additional municipal type services for the proposed plan amendment area resulting from the proposed amendment;
 - h. Projected growth in the City and in adjacent areas during the next five (5) years as based upon on building permits issued by the City from the prior five (5) years.
 - i. Present and projected long term costs to the City, including overhead of additional governmental services, both direct and indirect, attributed the proposed amendment compared to the present and projected revenue generated by the proposed amendment.
 - j. The projected impacts the proposed amendment may cause, including but not limited to:
 - i. The need for supporting public and no-public infrastructure, services, facilities, and otherwise.
 - ii. Additional services or other costs attributed from the proposed plan amendment.
 - iii. Possible tax increases that may result for the amendment.
 - iv. Anticipated increased costs and services for public safety; and
 - v. Past expansion in terms of population and construction in the surrounding area.
 - k. An assessment of whether the proposed amendment constitutes a use that justifies deviation of the existing plan.
 - l. An analysis of future potential uses of the property consistent with current growth trends and surround properties.
 - m. The need for the proposed plan amendment based upon housing, transportation, access, services, growth trends, the use of surrounding property, and other relevant indicators or information.
 - n. Any other information that would assist in consideration of the proposed amendment.
- 8. Recommendation Criteria. In giving its recommendation on a proposed amendment to the General Plan, the Planning Commission shall prepare a report to the City Council considering each of the following:
 - a. Whether the proposed amendment will benefit the health, safety, and general welfare of the community.
 - b. Whether the proposed amendment is consistent with the general plan as a whole, the extent the proposed amendment may contribute to:

- i. Urban sprawl.
 - ii. Impact on surrounding properties.
 - iii. Its impact on natural resources.
 - iv. The overall needs of the greater community.
- c. That the proposed amendment will not reduce City finances or the budget, or detrimentally affect the service capabilities of the City or any affected entity, environmental quality, or transportation.
- d. The results and recommendation of any economic and land use study or other relevant studies made under this Section.
- e. Other considerations helpful or necessary based upon the facts and circumstances of the proposed amendment.

10.01.030 Effect of the Plan.

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

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

10.01.040 General Plan Elements.

1. Purpose. The purpose of this Section is to implement Element within the General Plan as regulatory measures to govern land use and comprehensive planning. The City adopts certain Elements as part of the General Plan in accordance with Utah Code Annotated §10-9a-403, as amended, to provide goals and implement regulations.
2. Required Elements. The City implements the following Elements:
 - a. Land Use Element. A land use element that provides for long term goals and the proposed extent, general distribution, and location of land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate; and may include a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the General Plan.
 - b. Transportation Element. A transportation and traffic circulation element that consists of the general location and extent of existing and proposed freeways, arterial, collector streets, mass transit, and any other modes of transportation that the City considers appropriate as correlated with the population projections and proposed land uses.
 - c. Moderate Income Housing. A moderate income housing element to address an estimate of the need for the development of moderate income housing within the

City, and a strategy to provide an opportunity to meet estimated needs for moderate income housing if long term projections for land use and development occur. The City has denoted in the General Plan issues related to public transit station in order to comply with state law and may implement policies for the same. Also, the City has identified in the General Plan three (3) or more strategies prescribed in statute that the City may modify from time-to-time as needed to implement an effective Moderate Income Housing Plan.

3. Additional Elements. The City implements additional Elements as follows:
 - a. Environmental Element. An environmental element to address the protection, conservation, development, and use of natural resources, including the quality of air, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. This element also addresses the reclamation of land, flood control, prevention and control of the pollution of streams and other waters, regulation of the use of land on hillsides, stream channels and other environmentally sensitive areas, the prevention, control, and correction of the erosion of soils, protection of watersheds and wetlands, and the mapping of known geologic hazards.
 - b. Public Services and Facilities. A public services and facilities element showing general plans for sewage, water, waste disposal, drainage, public utilities, rights of way, easements, and facilities for them, police and fire protection, and other public services.
 - c. Redevelopment and Conservation. A rehabilitation, redevelopment, and conservation element consisting of plans and programs for:
 - i. Historic preservation.
 - ii. Diminution or elimination of blight.
 - iii. Redevelopment of land, including housing sites, business, and industrial sites, and public building sites.
 - d. Economic Element. An economic element composed of appropriate studies and forecasts, as well as an economic development plan, which may include review of existing and projected municipal revenue and expenditures, revenue sources, identification of basic and secondary industry, primary and secondary market areas, employment, and retail sales activity.
 - e. Agriculture. An agriculture element to identify USDA Prime Agricultural Lands, Agriculture Protection Areas, supports the use of agriculture lands and operations, promotes conservation and sustainability, and protects agriculture lands from development or encroachment.
 - f. Other Elements. The General Plan may include recommendations for:
 - i. Annexation.
 - ii. Capital plans.
 - iii. Community development.
 - iv. Land use regulations.

10.01.050 Capital Plans.

1. Purpose. A Capital Plan is a comprehensive and strategic planning document relating to a specific area, enterprise, and/or governmental function. Such plans may be a long-range or short range plan and identifies capital projects, capital investments, equipment purchases, provide a planning schedule, or identify options for budgeting and financing.
2. Policy Statement. A Capital Plan allows for:
 - a. Coordinating multi-jurisdictional projects with other governmental entities.
 - b. Systematic evaluation of all potential projects at the same time.
 - c. Ability to plan, budget, and consolidate projects to reduce costs.
 - d. Provide information to the public about planning and projects.
 - e. Aid in economic development.
 - f. Schedule the installation, repair, upgrade, or replacement of public infrastructure over time.
3. Contents. An ideal Capital Plan should contain the following information:
 - a. Statement of justification or purpose.
 - b. A listing of the capital projects or equipment to be purchased.
 - c. The projects ranked in order of preference.
 - d. The plan for financing the projects.
 - e. A timetable for the construction or completion of projects.
 - f. Itemized of expenses for each project.
 - g. Map of each project location, project details, and project cost.
4. Review and Implementation. Regularly review and update the Capital Plan with the City Council. A pattern for implementation of a Capital Plan may be as follows:
 - a. Short term and long term projects.
 - b. Prioritization and ranking of projects.
 - c. Evaluation of completed, unimplemented, or incomplete projects.
 - d. Solicit, compile, and evaluate new project requests.
 - e. Identify the specific steps for project development.
 - f. Take inventory of existing capital assets.
 - g. Assess financial capacity and possible grant funding.
 - h. Schedule for development and a financing plan.
 - i. Regulatory compliance and bidding procedures.
 - j. Manage and monitor approved projects.

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

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

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

MICHELLE TAIT
Mayor

ATTEST:

JENNIE KNIGHT
City Recorder

RECORDED this ___ day of _____, 2019.

PUBLISHED OR POSTED this ___ day of _____, 2019.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provision of U.C.A. §10-3-713, 1953 as amended, I, the City Recorder of Harrisville City, Utah, hereby certify that foregoing Ordinance was duly passed and published or posted at 1) City Hall, 2) Martin Henderson Harris Cabin, and 3) 2150 North on the above referenced dates.

JENNIE KNIGHT
City Recorder

DATE: _____

HARRISVILLE GENERAL PLAN

ADOPTED 2019

Building a brighter future for our community



SPECIAL THANKS TO
Harrisville Mayor, City Council, and Staff

DEVELOPED WITH
 **RURAL
COMMUNITY
CONSULTANTS**
a Jones & DeMille company

TABLE OF CONTENTS

TABLE OF CONTENTS

Introduction	1
Vision	2
Housing	3
Transportation	13
Land Use	17
Health, Safety & Welfare	21
Environmental Considerations	25
Historic Preservation	26
Parks, Recreation & Trails	27

MAPS

Future Land Use	30
Corporate Boundary	31
Future Transportation	32
Trails	33
Storm Drain	34
Sewer System	35
Sensitive Lands	36
Pineview Water System	37
Bona Vista Water System	38



INTRODUCTION

ROLE OF THIS PLAN

Harrisville City adopts this General Plan to conform to the requirements of Title 10, Chapter 9a, of the Utah Code which requires municipalities in Utah to adopt a General Plan. This General Plan sets forth the local plans and development guidelines to address matters of general health, safety, and welfare. The process in adopting this General Plan included public participation as set forth in state law which involved public notice and public hearings to inform the public of the preparation and adoption of this General Plan. Moreover, with this General Plan, the leadership of Harrisville City recognizes the great value in anticipating change and growth in order to shape development.

This General Plan serves as a framework for decision makers in Harrisville City as officials consider future land use, development, and other decisions. The General Plan is designed to provide a formal policy foundation for enhancing city and community relations, pursuing economic development activities, coordinating infrastructure planning, encouraging responsible natural resource use, and fostering regional cooperation.

It is anticipated that this General Plan may be updated and revised occasionally only whereas circumstances change, new data becomes available, and new challenges and opportunities arise. The process for amending the General Plan, is outlined in Utah state law and the municipal code.

PLAN DEVELOPMENT

The Harrisville Planning Commission and City Council placed a high priority on public involvement in the development of this General Plan. Public participation strategies utilized in the formulation of this General Plan were provided via three different approaches:

- a. online public surveys;
- b. subject matter stakeholder interviews; and
- c. public open house events and public hearings.

The public participation occurring during the formulation of this General Plan has been instrumental in shaping its content and direction.

VISION

CITY VISION

The City's vision is to provide a well-planned, safe, and attractive community which meets the needs of all Harrisville City residents.

PLANNING

The Harrisville City General Plan is not intended to be a static document. Rather, it is intended to be used on a daily basis to identify and direct where various activities will be located, the strategies of the city to encourage certain land uses and the requirements for their establishment, to identify priorities for city actions and resource allocation decisions, and to identify the provisions of required services, and the adopted standard for the provision of city provided services. To ensure the Harrisville City General Plan functions to meet these needs, the General Plan will be reviewed annually and updated at least every twenty years, or more frequently as the need arises, to provide responsible and well formulated public policy direction to city decisions.

The Harrisville City General Plan will provide direction to achieve a livable city that provides a range of opportunities for all residents of the city, and promotes achievement of the desired quality of life for residents. The Harrisville City General Plan will provide guidance and standards for city decisions that ensure the sustained orderly and balanced distribution of growth, sound fiscal and economic investment, and a continued attractive physical setting in which city residents can live, work, and play.

Harrisville is a very livable community. City officials, residents, and businesses should be commended for their continual efforts to maintain and plan for the future. The City is a lovely place to live and work that will be aided by this planning document as it is implemented and coordinated with future growth.



INTRODUCTION

Under state law, the Housing Element is a required element of the General Plan under state law. This element of the General Plan identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City.

The private sector largely drives the housing market and shapes how and where people live. Traditionally, planning for housing largely focused on the needs of households, in relation to the housing market, and financing options available to the public. As the population ages in communities, demographics change. As household size shrinks, needs for housing shift to meet modern demands. The City can shape housing by transportation, taxes, land use regulations, and supporting various housing programs. The City can also aid in housing rehabilitation as necessary to preserve a viable housing stock in the City.

This Plan seeks to integrate planning concepts that will allow for a mix of housing opportunities at various income levels to foster growth, community development, and successful neighborhoods. This Plan specifically focuses on moderate income housing as required under state law. This Plan also provides that the City desires to promote the provisions of the Federal Fair Housing Act and the Americans with Disabilities Act in order to foster a diverse and dynamic community. Unlawful housing discrimination that would violate these federal laws is not tolerated.

GENERAL HOUSING POLICIES

The City consists of primarily single-family housing units, and the policies of the City will continue to support this demographic for housing in the future.

The City is largely flat, lacking hillside and sloping areas, and this creates special challenges for storm water and flood control in housing development. Additionally, poor soil quality, including hard pan clay, exists throughout the city and exacerbates the flooding and storm water problems, and also causes problems where footings, foundations, and infrastructure settle and are damaged in some circumstances. It is the policy of the City to adopt a sensitive lands map to manage development in sensitive areas that include poor soils, high water table, flood plain, storm water, and related hazards. Further, it is the policy of the City to customarily require a comprehensive geotechnical report for all development to address these challenges. The City should adopt ordinances that address geotechnical requirements and sensitive lands.

The City is affected by the FEMA flood plain and other flood prone areas. It is the policy of the City to preclude future development in the FEMA 100-year flood plain and in related flood prone areas in order to minimize the cost borne by government from flood related disasters. The City policy favors development in areas where there are not severe geological hazards, negative environmental impacts, or sensitive lands. The City should update its flood management and related ordinances consistent with these policies.

Housing and land use discrimination is an ongoing concern in the United States. Land use regulations have been cited as a discriminatory tool by critics, who argue that ordinances are used to deter the entry of certain minority or moderate income residents into some neighborhoods through density restrictions (exclusionary zoning), or locate such populations in areas with environmental hazards, sensitive lands, areas prone to flooding, or near manufacturing or hazardous activities (environmental discrimination). However, identifying discrimination in regulations is complicated by the fact that land use and zoning have

been co-evolving for nearly a century in most American cities, rendering residential sorting and inequitable treatment observationally equivalent. It is acknowledged that the best approach in the City to eliminate such discrimination is to adopt land use policies that preclude the placement of populations within hazard areas such as the FEMA flood plain, within manufacturing zones, and detrimental sensitive lands.

As housing stock ages, it potentially results in declining neighborhoods. The City has large subdivisions that were created in the mid to late 20th Century that can become dilapidated without ongoing infrastructure maintenance and housing upkeep. As such, it is the policy of the City to support programs and operations that encourage neighborhood revitalization and housing rehabilitation. The City can play a vital role in neighborhood revitalization by maintaining public infrastructure, adequate transportation, and creating walkable communities.. The City has been very diligent, and should be commended for efforts that have kept older neighborhoods vibrant and well maintained. Future efforts by the City should continue this trend to identify projects and maintain and upkeep neighborhood infrastructure. Housing rehabilitation is a more difficult challenge as such is primarily in the hands of the home-owner. The City can provide support and should consider policies that prevent slum and blight from entering a neighborhood by using nuisance and code enforcement protocols in addition to supporting housing rehabilitation programs of other agencies and organizations.

MODERATE INCOME HOUSING

This portion of the Housing Element is dedicated specifically to Moderate Income Housing. This Plan is generally based on a five-year projection on the housing aspect for the City. Nearly all housing in the City is owner occupied homes.

As required by Utah Code this General Plan contains the City's plan to provide a realistic opportunity to meet estimated needs of moderate-income housing. This portion, identified as Moderate-Income Housing Element, is included below.

BACKGROUND

This Housing Plan element analyzes existing housing supply, specifically for moderate income households where the income level is at or below 80% of the median income of the community. It also makes a projection of housing needs and factors that will affect housing.

STATE LAW

Harrisville City is required to adopt a Moderate-Income Housing Plan in accordance with Utah Code Annotated §10-9a-408. In 2019, the Utah Legislature adopted SB 34 to require the City to address additional measures to support moderate income housing which are included as part of this General Plan. In accordance with Utah Code Annotated §10-9a-103(47) sets for the components for the Moderate Income Housing Plan.

MODERATE INCOME HOUSING PLAN COMPONENTS

The following components of the City's Moderate Income Housing Plan comply with Utah Code Annotated §10-9a-103(47) as follows:

1. An estimate of the existing supply of moderate income housing located within the municipality;
 - This plan reports approximately _____ residential units in the City, including rental units. Within the last year, ____ new single-family housing units have been constructed in the City. Also, approximately ____ multi-family housing units were constructed in this same time.
 - The number of dwelling units as provided by the Weber County Assessor's Office and updated with new permits is as follows:

# of Units	Price Range	# of Units	Price Range
8	Up to \$75,000	216	\$200,001 to \$225,000
4	\$75,001 to \$100,000	169	\$225,001 to \$250,000
267	\$100,001 to \$125,000	179	\$250,001 to \$275,000
307	\$125,001 to \$150,000	70	\$275,001 to \$300,000
299	\$150,001 to \$175,000	93	\$300,001 to \$350,000
426	\$175,001 to \$200,000	64	\$350,001 and more
Total Single-family Housing Units: 2,102			

2. An estimate of the need for moderate income housing in the municipality for the next five (5) years;
 - The City has a growth rate of __%, and with this present growth rate over the next five (5) years will require an additional __ housing units. However, if the predicted recession in 2020 or beyond impacts housing as it did in the 2007-08 recession these numbers will need modification to reflect the current market at the time. Housing is greatly affected by financing and economic conditions much more than local zoning and land use policies.
3. A survey of total residential land use;
 - The City is presently reaching building maximum. A majority of future residential development will be as a result of redevelopment of existing developed areas, or utilizing mixed-use or in-fill regulations. There are approximately ____ acres of residential land in the City. Of this area, approximately __ is still undeveloped.
4. An evaluation of how existing land uses and zones affect opportunities for moderate income housing;
 - The City has outlined in this housing element the land use and zoning opportunities that are being implemented to encourage moderate income for residents.
5. A description of the City’s program to encourage an adequate supply of moderate income housing.
 - The City has set forth an effective housing program in this Plan that outlines strategies and barrier reductions that can have positive impacts on encouraging adequate moderate income housing in the City. However, the housing market is presently slow as a result of economic conditions on a national lever that are impacting households and creating problems outside the control of local government. With these factors, it creates a complex approach to managing housing in general.

EXISTING CONDITIONS

- The housing profile of the City’s total population in 2017 was roughly 87% in owner-occupied units and 13% in rental housing units.
- The population in owner-occupied and rental units is expected to increase over the next five years. Residents in owner-occupied units is expected to increase by 82 households, while those in rental-units is expected to increase by 28 households.
- According to data from the Wasatch Front Regional Council, the population is expected to increase to roughly 7,151 residents by the year 2025.
- As expected with the new housing developments in the City, the number of households that own their housing without a mortgage has declined and will continue to do so. Occupancy rates for rental units is expected to increase.

- Median housing costs for owner occupied housing are currently (2017) estimated to be \$1,115 and median gross rents are approximately \$887 per month.
- The median household income for City residents is estimated to be at \$70,849. Those in owner-occupied units are reporting \$74,221, and those in rental units report \$57,256.
- Utah Statute requires cities to evaluate their housing opportunities for those earning 80% of the “area median income.” Weber County’s household AMI is approximately \$74,845 for households that are between 3-4 people, 80% of this amount is \$59,876. Under the assumption that appropriate housing costs should not exceed 30% of a household budget, the City should look for ways to support housing development that is as or more affordable than what is in the market currently.

LAND USE PURPOSE AND INTENT

State law requires that in order to provide general guidelines for proposed future development of land within the City, each municipality shall prepare and adopt a comprehensive, long-range general plan. The legislative body of the City adopts the plan, or any comprehensive amendment to the plan, upon recommendations made by the Planning Commission.

Concerning moderate-income housing, the proposed general plan, including the accompanying maps, charts, and descriptive and explanatory matter, shall include the Planning Commission’s recommendations for a land use element plan, or a comprehensive general plan amendment, to provide for the protection and promotion of, among other things, an estimate of the need for the development of additional moderate-income housing within the city including a plan to provide a realistic opportunity to meet estimated needs if long-term projections for land use and development occur. The City is implementing Mixed-Use and In-Fill Development Regulations to provide multiple housing variations and costs for all sizes of families. These regulations will also provide housing needs for future residents of the City and future reduce land use barriers.

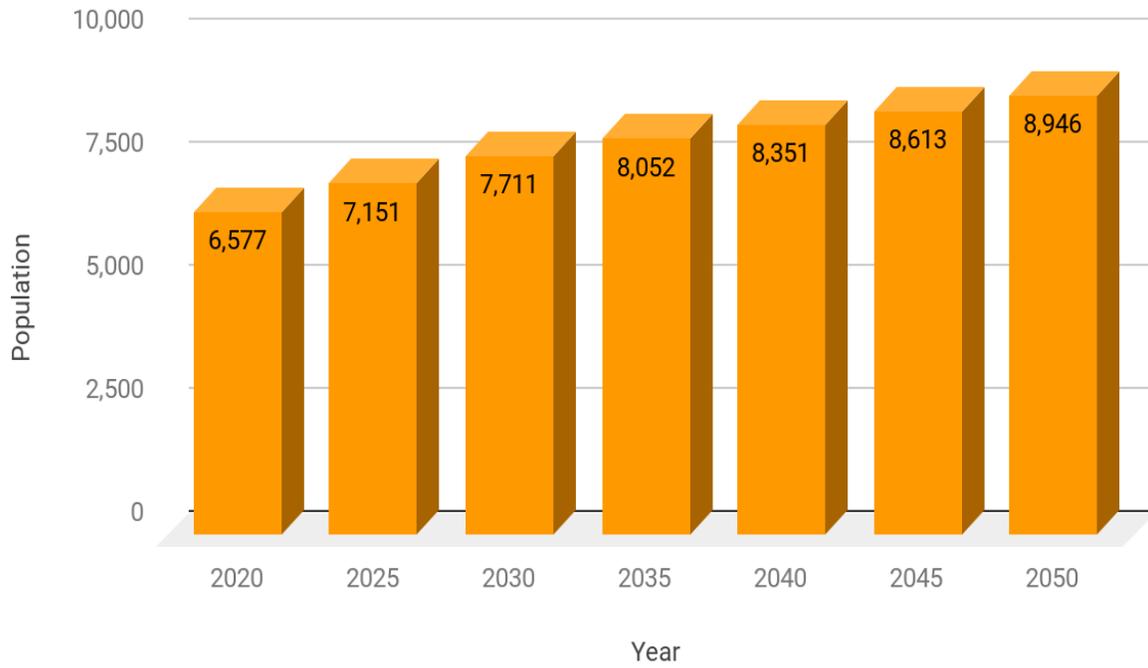
MODERATE INCOME HOUSING SUPPORTING DOCUMENTS

- [Harrisville Five-Year Housing Projections.](#)
- [SB34 City/State Policy Alignment Memo.](#)

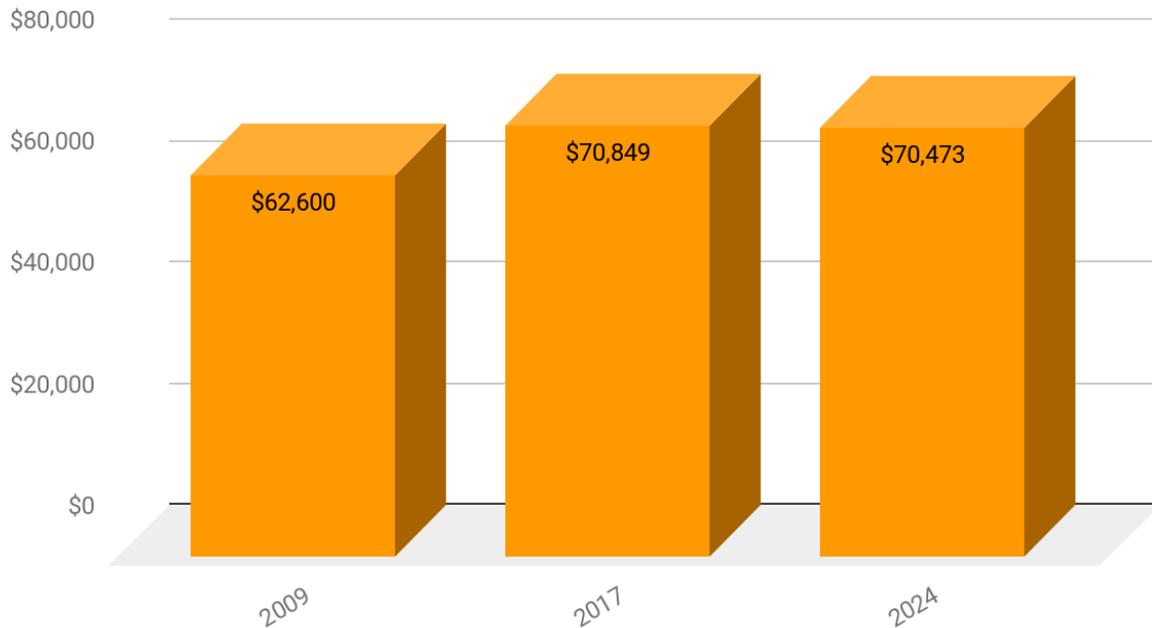
POPULATION

The 2018 population is estimated to be 6,182, an increase of 10.9% from the 2010 population numbers. The five-year projection for the population in the area is 6,915 representing a change of 11.8% annually from 2018 to 2023. Currently, the median age is 31.6 (the statewide is currently 30.7).

Harrisville Population Projections

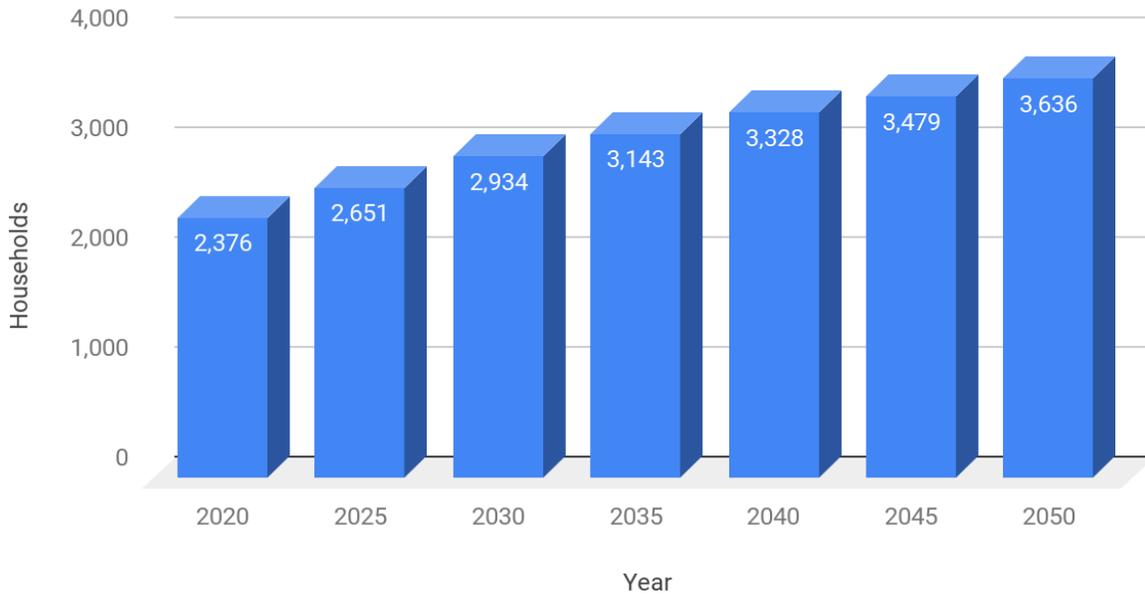


Harrisville Current Median Income and Projections



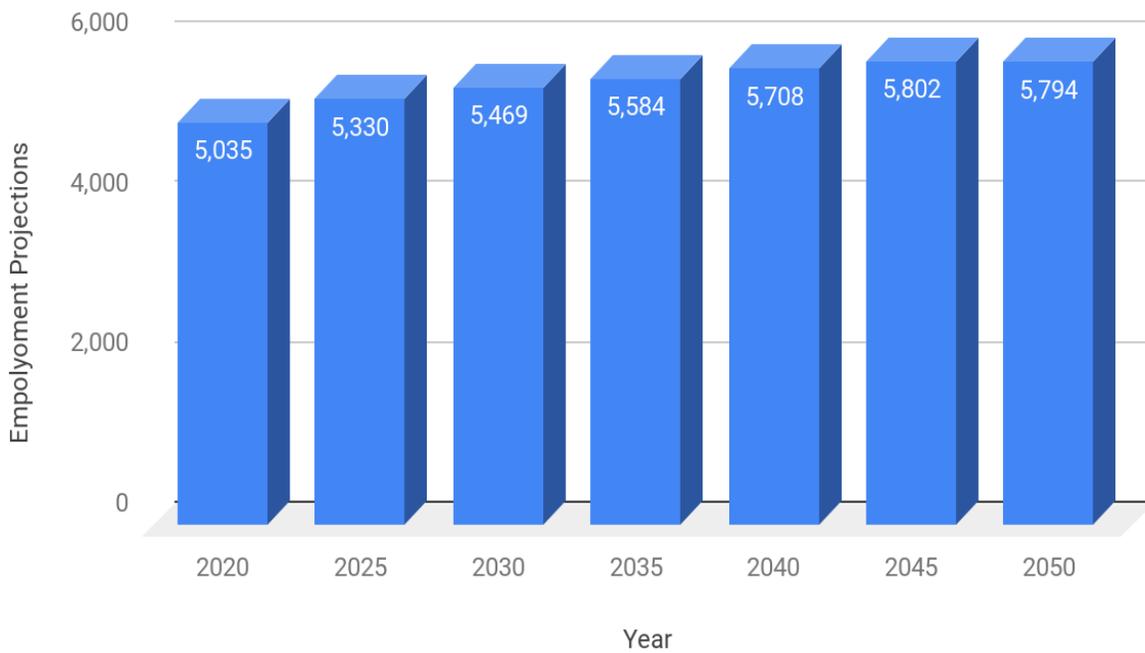
WFRC Households Projections

Harrisville Households Projections



WFRC Employment Projections

Harrisville Job Projections



MODERATE INCOME HOUSING POLICY

The requirement for municipalities to support moderate income housing has been in state statute for a number of years, but in 2019, the legislature passed SB34. This bill requires communities take additional measure to support moderate income housing in the community. Jurisdictions with “fixed guideway public transit station” must include option G or H from “the menu”. In order to do this, the City shall include three (3) or more of the strategies prescribed in statute in the General Plan. In this General Plan, the City has taken the additional effort to identify nine (9) strategies to support moderate income housing.

CITY POLICIES

STATE POLICY SUGGESTIONS

<p>1. The city will continually make efforts to reduce, mitigate, or eliminate local regulatory barriers to moderate income housing.</p> <p>2. In order to promote individuals who want to live near their family and relatives in the area, the City has an interest in providing for moderate income housing for its residents.</p> <p>3. The City desires to maintain its local culture and lifestyle in conjunction with its housing policies.</p> <p>4. Where resources are available, the City will support the Weber Housing Authority Emergency Home Repair Program to assist in housing maintenance for moderate to low income homeowners.</p> <p>5. The City will facilitate the development of a mix of housing in order to protect the rural character and open space.</p> <p>6. Where resources permit,</p>	<p>A. Rezone for higher densities.</p> <p>B. Facilitate housing rehabilitation or expansion of infrastructure that will encourage construction.</p> <p>C. Facilitate the rehabilitation of existing uninhabitable housing stock.</p> <p>D. Consider general fund subsidies or other sources of revenue to waive construction-related fees.</p> <p>E. Create or allow for, and reduce regulations related to, accessory dwelling units.</p> <p>F. Allow for higher density or moderate-income residential development in commercial.</p> <p>G. Encourage higher density residential development near major transit investment corridors.</p> <p>H. Eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle.</p> <p>I. Allow for single room occupancy developments.</p>
--	---

the City will participate in future regional housing studies.

7. The City will encourage a variety of housing and residential opportunities by establishing and providing a range of allowed residential densities and lot sizes near major transit investment corridors.

8. The City will encourage in-fill development within the downtown core.

9. The City will support the development of single-family dwellings, multi-family dwellings and retirement housing dispersed throughout the City.

- J. Implement zoning incentives for low to moderate income units in new developments.
- K. Utilize strategies that preserve subsidized low to moderate income units on a long-term basis.
- L. Preserve existing moderate-income housing.
- M. Reduce impact fees related to low- and moderate-income housing.
- N. Participate in a community land trust program for low- or moderate-income housing.
- O. Implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality.
- P. Apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate-income housing.
- Q. Apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation.
- R. Apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services.
- S. Apply for or partner with an entity that applies for programs administered by an association of

	<p>governments.</p> <ul style="list-style-type: none"> T. Apply for or partner with an entity that applies for services provided by a public housing authority. U. Apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance. V. Utilize a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency. W. Any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income.
--	--

HOUSING AND REGIONAL TRANSPORTATION PLAN (RTP)

The RTP produced by the Wasatch Front Regional Council (WRFC) shows several active transportation areas throughout the City. One of the requirements of SB 34 is that the City considers increasing density adjacent to major transportation centers. The City has three (3) transit routes within or adjacent to City boundaries. Along these routes the Future Land Use Map provides for increased density as a mixed-use consisting of higher density residential and commercial development.

For arterial roads, this General Plan identifies several roadways that are considered as arterial which are, on average, traveled more frequently than other roads. These roads include Washington Boulevard, Wall Avenue, and Larsen Lane. Several of these roads combine into US Highway 89. Along arterial roads there is a bus route from Box Elder County to the local Ogden Frontrunner Station. Additional bicycle and pedestrian pathways should be considered along with walkable community concepts. Washington Boulevard is also an arterial road with bus routes providing multiple traveling options, this route can benefit walkable community concepts in the future. See the [Wasatch Choice: 2019-2050 Regional Transport Plan](#).

POLICY

1. *The City will continually make efforts to reduce, mitigate, or eliminate local regulatory barriers to moderate income housing.*
2. *Promote individuals who desire to live near family, and relatives in the City.*
3. *The City desires to maintain its local culture and lifestyle in conjunction with its housing policies.*
4. *Where resources are available, support the Weber Housing Authority Emergency Home Repair Program to assist in housing maintenance for moderate to low income homeowners.*
5. *Facilitate the development of a mix of housing and open space within the City.*
6. *Comply with City specific requirements under state law by:*
 - *Encouraging a variety of housing and residential opportunities by establishing and providing a range of allowed residential densities and lot sizes near major transit investment corridors*
 - *Encourage infill development as appropriate.*
 - *Support the development of single-family dwellings, mixed-use development, and retirement housing in the City.*
7. *The City will provide additional housing reports as required by unfunded mandates under state law.*

TRANSPORTATION

CURRENT CONDITIONS

The City maintains a current Transportation Plan in accordance with Utah Code §10-9-9a-403. The City functions predominantly as a bedroom community with an overwhelming majority of its commuter traffic traveling primarily to Ogden, Davis County, and Salt Lake County for employment.

The City has an enviable network of collector and arterial roads serving the City with various states of development. Future growth requires planning coordination with the Weber Area Council of Governments (WACOG), the Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT) in order to obtain funding and cooperate with transportation planning among neighboring cities.

According to a 2015 American Community Survey, approximately 75% of households, in the City, have two (2) or more vehicles. The average travel time to work is 20.9 minutes, and 81% of workers commuted alone in a car, truck, or van.

ACCESS MANAGEMENT

Access management is an important tool to help arterial corridors reduce accidents and preserve capacity. When planned properly, limiting of driveway access and proper spacing of local road intersections will ensure a longer life and functional capacity of the arterial system. It is to the benefit of the City to plan their system such that these important corridors operate at an optimal level of service for many years. When these larger highways are planned carefully, it eliminates the need for them to be widened unnecessarily which has a severe impact on neighboring properties. The City, UDOT, and some adjoining cities have entered a Corridor Agreement for access on US Highway 89, Wall Avenue, and Washington Boulevard. The City is subject to state regulations for state routes administered by UDOT.

TRIPS

According to the American Community Survey 2016, the average family size in the City is 3.6 people. Demographics show that family sizes along the Wasatch Front are larger than the national average, and that each household produces almost twice the number of vehicle trips per day than the national rates. It is critical when traffic modeling is done, that the national ITE trip rates are adjusted to reflect these differences when using traffic models and manuals such as the Trip Generation Manual.

FUNCTIONAL CLASSIFICATION SYSTEM

The WFRC Region Transportation Plan defines the functional classification of roads as follows: Freeway systems are the largest traffic facilities constructed with complete control of access and high design speeds. They provide the greatest mobility for regional traffic. Principal arterial streets serve the major centers of activity of a metropolitan area for the longest projected trips. Minor arterials interconnect with and augment the urban principal arterial system, and thus provide for trips of moderate length at a somewhat lower level of travel mobility than principal arterials. These facilities place more emphasis on land access than the aforementioned classifications systems and offer movement within communities. Finally, collector streets may penetrate neighborhoods, distributing vehicles from arterial streets through the area to their ultimate destination. Conversely, collector roads can also be expected to collect traffic from local streets and channel it onto the arterial system.

ARTERIALS

The community is traversed by several arterial roads that form the base for future traffic circulation. These arterials are wide, high capacity corridors that will serve as an excellent skeleton for the transportation system. Most of the arterials are owned and operated by the UDOT whose primary goal is to move high volumes of traffic between traffic demand centers in the most efficient way possible. The City has signed, or may sign, Cooperative Agreements with UDOT for access management along major state transportation corridors.

TRANSPORTATION

PRINCIPAL ARTERIAL STREET SYSTEM (State Routes)

The urban principal arterial street system should serve the projected major centers of activity of a metropolitan area, the highest projected traffic volume corridors, and the longest projected trips. It should also carry a high proportion of the total projected urban area travel on a minimum of mileage. The principal arterial system should carry the major portion of forecasted trips entering and leaving the urban area, as well as the majority of through movements, including forecasts of significant intra-area travel, such as between major transportation corridors and other municipalities. Finally, this system in urbanized areas should connect as appropriate to other major arterial roads.

MINOR ARTERIAL STREET SYSTEM (West Harrisville Road / Larsen Lane)

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to forecasted trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes all arterials not classified as principal, contain facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may be expected to provide for movement within communities, but ideally should not penetrate identifiable neighborhoods. The City acknowledges that severe traffic congestion has been occurring on West Harrisville Road and 750 West at the railroad crossings as a result of train stopping, sometimes for long periods. The City's ability to regulate the railroad is pre-empted by federal law. However, the City adopted Resolution 2019-12 to support state intervention with federal regulations to address this problem and seek long-term solutions.

COLLECTOR STREET SYSTEM (750 West, 2000 North, 1550 North, and 1100 North)

The collector street system differs from the arterial systems in that facilities on the collector system may penetrate neighborhoods distributing trips from the arterials through the area to the ultimate destination, which may be located on a local or collector street. Conversely, the collector street can also be expected to collect traffic from local streets in the neighborhood and channel it into the arterial systems. In the development of the functional plan, use of the collector system by city to city through traffic should be discouraged. The collector system should provide for both land access service and local traffic movements with residential neighborhoods, commercial areas, or industrial areas.

LOCAL STREET SYSTEM

The local street system comprises all facilities not included in a higher classification. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility. Service to through traffic movements should be deliberately discouraged. Construction of future roads in the flood plain and related areas should be avoided.

TRAFFIC SIGNALS

Traffic Signals are an important part of the arterial network functionality. As traffic volumes grow over time on arterial roads, gaps in the traffic become smaller making it more difficult for side traffic at intersections to enter, cross, or turn. When collector roads are planned and spaced at reasonable distances where they intersect arterial roads in a pattern of near equal spacing so they don't interfere with one another, much more traffic volume can be accommodated. If traffic backs up because of poor spacing into neighboring intersections, the capacity of the arterial road is seriously affected and solutions to the problem are very expensive to fix. Therefore, good planning on the road and signal network is extremely important to the City's health and vitality.

In order to place a new traffic signal, specific warrants are required to be met in order to be legally protected from expensive lawsuits. A detailed engineering study must be performed and the minimum requirements met for the City's financial wellbeing. Traffic volumes, pedestrian volumes, traffic accidents, and other requirements need to be satisfied before a new signal can be

approved. UDOT is the owner of the arterial roads surrounding the City, and will look closely at these requirements before they will consider putting an intersection on the list for future funding. It behooves the City to carefully plan these intersection locations to avoid unnecessary delays and disagreements in the future.

Some of the most difficult intersections for signal conflicts are 1100 North and US Highway 89, 1100 North and Washington Blvd, and somewhere between 1550 North and 1800 North on US Highway 89. UDOT has apparently informed the city that before a signal would be considered at 1100 N. and Washington Blvd. the Larsen Lane intersection would need to be relocated farther south to 900 North to provide sufficient vehicle stacking distance between them and to realign the intersection of Larsen Lane, that will be a source of congestion in the future due to its difficult skew angle of intersection.

IMPROVEMENTS

It is projected that as growth occurs, some additional street widening and new street capacity will need to be added to the City's network to accommodate increases in population. Generally, the current street system is a good base for future growth. Arterials surround the City on virtually all of its boundaries. These principal arterials are owned and operated by the UDOT and capacity is monitored by them for future needs. Along with the UDOT, the WFRC plans for future needs and additions to the system. Periodic coordination with both entities is encouraged to make sure that future street needs and alignments are compatible with the City's needs and wishes.

Larsen Lane and North Street between Wall Avenue and US Highway 89 are the highest priority projects for widening since both streets will exceed reasonable level of service capacity by 2040. The priority suggested is based upon estimates of projected street volumes. It is suggested that as projects along the proposed capital improvement locations are submitted for development, that sufficient right of way dedication be secured and improvements that will fit with the overall alignment be required. This will reduce the impact on the City's capital outlay requirements over time. Where new signals will someday meet warrants, it is suggested that corner radii and adequate rights of way for poles, cabinets, meter boxes, and turn lanes also be dedicated as development is submitted for approval. Since all proposed signals lie on UDOT corridors it is assumed that they will provide the funding after MUTCD signal warrants are met. If the City wishes UDOT to move future signals up the funding list, some financial participation may be asked.

Use of the standard cross sections found in the Harrisville City Public Works Standards should provide street sizes and profiles for collector, arterial, highways, and other classifications of streets. The roughly \$6 million of capital investment over a 30-year period of time should be reasonable for the City, assuming some of the cost would likely be borne by UDOT with signal installations in the future. The prioritized list of Capital Improvement projects can be altered if growth patterns show the necessity in the future.

OBJECTIVES

- a. *Provide a Specialized Roadway System. Different types of roadways serve different functions. It is important to design and manage roadways according to the primary functions they are expected to serve. Development of roads and infrastructure in the flood plain and related areas should be avoided.*
- b. *Limit Direct Access to Major Roadways. Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.*
- c. *Locate Signals to Favor Through Movements. Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure*

TRANSPORTATION

continuous movement of traffic at the desired speed and compliance with the UDOT Corridor Agreement. Failure to carefully locate access connections or openings that may later become signalized can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.

- d. Preserve the Functional Area of Intersections and Interchanges. The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is the area where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.*
- e. Limit the Number of Conflict Points. Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.*
- f. Separate Conflict Areas. Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.*
- g. Provide a Supporting Street and Circulation System. Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.*

POLICY

- 1. West Harrisville Road. As development occurs in the future preserve right-of-way and prepare for widening to accommodate increased traffic and pedestrian travel.*
- 2. Larsen Lane. As traffic increases subsequent to the widening that will occur in 2020, the future increase in traffic may require additional traffic control measures.*
- 3. Provide a balanced transportation and circulation system for the city which provides for the safe, efficient and convenient movements of vehicles and pedestrians, and reinforces the desired land use pattern.*
- 4. As much as practical, all areas of the City and all future development areas should be connected through linked and connected roads, streets, sidewalks, trails, open space, and park areas. Avoid development and infrastructure, including roads, in the flood plain and related areas.*
- 5. Use traffic control measures to manage left-turn movements and other appropriate techniques that improve roadway safety as applied in the MUTCD.*

When the City was incorporated, it was primarily an agricultural community and agriculture-related land uses remain a part of the community today. However, presently the City is rapidly affording opportunities for a variety of land uses including commercial, manufacturing, residential, mixed-use, and open space, along with recreation activities, and governmental services.

CURRENT LAND USE CATEGORIES AND OBJECTIVES

RURAL RESIDENTIAL

The purpose of this category is to provide areas of very low-density residential uses, to maintain a residential/agricultural environment characterized by dwellings situated on large, rural type lots and farms. This designation is designed to encourage the use of land for very low residential density and preserve agricultural purposes. The intent of the City is to protect the residential/farming areas from incompatible and conflicting land uses. Maximum residential densities allowed in this category shall not allow more than one dwelling unit per 40,000 square feet. These areas are typically zoned as Agriculture.

SEMI-RURAL RESIDENTIAL

The purpose and intent of this category is to provide a density buffer between rural residential and low density residential. This category is to be used to promote and preserve large lot family life with light agricultural uses. Agriculture activities should be expected in these areas. This classification allows lot sizes ranging from 20,000 square feet to 40,000 square feet.

LOW DENSITY RESIDENTIAL

It is the purpose of this category to provide areas of low density residential neighborhoods. The City would like to provide and protect residential development of single-family low density development in a semi-agricultural or transition from a rural environment. This classification allows lot sizes ranging from 15,000 square feet to 40,000 square feet.

MEDIUM DENSITY RESIDENTIAL

The purpose and intent of this residential category is designed to provide opportunities for medium density residential living in attractive residential areas. This classification allows and encourages lot sizes ranging from 10,000 square feet to 15,000 square feet.

HIGH DENSITY RESIDENTIAL

The purpose and intent of the higher density areas is to provide regulated areas for single family residential development with all the necessary ingress, egress, and utilities of residential neighborhoods. This category provides areas of higher density residential development within the city. Residential uses may be permitted within this land use classification on lots less than 10,000 square feet per dwelling unit.

GENERAL COMMERCIAL

The purpose and intent of commercial areas is to provide for the sale of goods and services for the residents of the City. This category includes and allows retail businesses, professional offices, service activities, and other commercial and business uses principally designed and sized to meet the commercial needs of the City's residents. Commercial use areas should be located along major arterial streets. Whenever commercial uses are adjacent to established or future residential areas, special care must be taken to ensure privacy and to protect personal property. Methods of protecting residential areas by providing transitions and buffers between residential and commercial areas include increased setbacks, landscaping, restricted land uses, diversion of traffic, controlled noise and light, height limitations, and transitional land uses such as small offices.

MANUFACTURING

The purpose and intent of the manufacturing and industrial uses is to provide a strong economic base to the city, and will provide employment opportunities within the city. A range of activities are allowed including manufacture and assembly, fabrication, distribution and services, and repair. The purpose of the Manufacturing classification is to provide locations where a combination of research and development, manufacturing and industrial processing, and warehousing may be conducted away from residential areas that may be negatively impacted by noise, light, odors, or large truck traffic.

MIXED USE

The purpose of a mixed-use development is to establish an area that allows for development in a manner that requires projects to be designed and planned for a mix of uses created by various commercial, entertainment, recreation, open space and a variety of higher density residential styles that creates a quality community. Mixed use developments are typically encouraged as transitions between different density uses, or uses with different character (i.e. between commercial and higher-density residential).

OPEN SPACE / CONSERVATION AREAS

The open space and conservation area designation is intended to accommodate and protect open space resources for the public good and prevent encroachment from incompatible uses. Encouraged uses in this zone include natural corridors as well as parks and recreation use. These areas can be designed to serve community purposes such as parks that are also storm water detention basins.

SPECIAL USE AREAS

Special use areas are identified to allow uses that are distinct from the other major classifications and that have special use requirements. These uses include agricultural, and public and quasi-public uses, and include large commercial recreational areas such as golf courses and fairgrounds. The City encourages these uses in locations that support a sense of identity for different neighborhoods (i.e. co-locating parks, schools, or churches in order to create a neighborhood focal point).

SENSITIVE LANDS (OVERLAY)

The sensitive lands classification is an overlay classification which includes environmentally sensitive areas such as: flood plain, watersheds, wetlands, and other environmental or geological hazards, including areas set aside for future open space protection. The purpose of this classification is to protect sensitive areas, to minimize soil and slope instability, erosion, downstream siltation, wetlands, and areas prone to flooding, so as not to create unnecessary risk for existing and future development in the City, and to minimize the costs resulting from flood plain and other hazards.

LAND USE GOALS

1. Provide a balance of land uses that meet the needs of residents and business.
2. Recognize and address challenges that will arise from sensitive lands, aging housing, infrastructure maintenance, and the administration of competing land uses.
3. Implement high quality, well planned, safe, and aesthetically pleasing residential, manufacturing, and commercial areas.
4. Encourage quality property management, vibrant neighborhoods, and family food production.

POLICY

1. *Development proposals presented to the City for review and approval should be considered in conjunction with the goals and policies set forth in this General Plan.*
2. *Proposed development should be evaluated as to its impact on adjoining and surrounding land uses, along with addressing infrastructure concerns and flood control.*
3. *Update this General Plan only as needed to address matters that were not foreseeable at this time of the adoption of this General Plan.*
4. *Establish land use requirements to address new developments, along with considering issues of compatibility, mitigation, and encouragement of functional and appropriate land use relationships.*
5. *Promote the dedication of park and open space areas as part of development, or through the acquisition of park and open space areas by the City. Such should include a network of trails and recreational opportunities that provide for active and passive recreation. Convert flood plain and related sensitive lands to open space not approved for development.*
6. *Guide future growth and development into areas that can be efficiently and effectively served by public infrastructure, services, and facilities. Permit new developments to the degree that the City has capacity to provide the necessary services and facilities.*
7. *Update development fees, impacts fees, and other fees including utility fees to cover costs incurred by the City.*
8. *Maintain and update City capital facilities plans, capital investments plans, along with other planning documents and maps to maintain quality infrastructure and meet future challenges.*
9. *Extend storm water, sewer, and other public infrastructure to fill gaps and areas where coverage is underserved.*
10. *Discourage development in sensitive lands, flood plain, and other areas that result in unnecessary sprawl or isolated areas that lack necessary infrastructure.*
11. *Encourage and allow creative approaches to housing developments which will maintain and protect natural resources and environmental features, specifically mitigating storm water and any flood control.*
12. *Maintain and enhance the pleasing appearance and quality of existing and future residential neighborhoods.*
13. *Encourage the establishment and continued viability of basic retail and commercial business which will satisfy the needs of residents, which will enhance sales tax and property tax revenues, and provide the highest quality goods and services for local residents.*
 - *Provide for adequate access, parking, traffic circulation, noise buffering, and other operational conditions within commercial areas.*
 - *Minimize any negative impacts of commercial facilities on neighboring land use areas, particularly residential developments.*
 - *Encourage safe and convenient pedestrian access to shopping and service areas.*
 - *Allow a diversity of uses within the commercial areas including retail uses, professional offices, personal services, mixed-use concept, and related activities.*
 - *Promote accessible commercial areas compatible with the uses and character of surrounding areas.*
14. *Promote quality businesses and environmentally clean industrial and manufacturing development in order to provide a diversified economic base.*
 - *Foster well-planned manufacturing areas to discourage small lot or piecemeal site development, and encourage coordinated and unified site development.*
 - *Encourage high quality, aesthetically pleasing development of manufacturing areas, which should include incorporating major landscape features.*
 - *Establish and enforce standards with respect to noise, air quality, odor, visual, and other forms of environmental concerns.*
 - *Promote mixed-use and in-fill concepts, subject to development agreements, where appropriate.*

15. *Provide well planned, clean, safe, sustainable, livable areas, vibrant neighborhoods, along with successful commercial and manufacturing locations.*
 - *Encourage property owners to keep their property clean and free of weeds and debris through a community beautification program, and enforcement of city regulations.*
 - *Set an example for the community by assuring that all city or publicly owned property is well maintained.*
16. *Encourage property owners to maintain and improve their properties in order to stabilize neighborhoods, and support programs for redevelopment intended to strengthen both residential and commercial areas.*

HEALTH, SAFETY & WELFARE

ADMINISTRATIVE SERVICES

The City is composed of four (4) departments, namely: Administrative Services, Police, Public Works and Parks & Recreation. The Administrative Services Department manages the day-to-day operation of the City. There are a number of officials under the direction of the Administrative Services Department ranging from the City Administrator, City Recorder, City Treasurer, Finance Officer, land use officials, court staff, and other administrative and service staff.

The Administrative Services Department administers the municipal code, including land use planning and development. It also is charged with managing the budget, audit, contracts, municipal procedures, and administrative policy. This department oversees personnel and municipal procedures. It also coordinates, prepares, and provides staff support to the City's public bodies. The department manages legal matters, prosecution, and the City's Justice Court. It also assists with other City programs, including community history and events working in conjunction with other departments. The City benefits from cooperative agreements with other jurisdictions and sharing staff between neighboring cities in order to save costs and provide for administrative professionals.

POLICE

The Police Department is charged with law enforcement in the City. The Police Department also supports emergency management in conjunction with other departments. The Police Department has a chief and other administrative and law enforcement staff necessary to carry out its function for public safety.

In 2014, 71.3 percent of police calls in the City were residential calls, and 28.7 percent were nonresidential. To calculate the existing level of service, 71.3 percent of the square feet occupied by the Police Department was allocated to residential development, and 28.7 percent to nonresidential development. The existing level of service is 1.781 police square feet per residential household and 1.993 square feet per 1,000 square feet of non-residential development.

The City has indicated that the current police department facilities are at capacity. A new facility in conjunction with new Municipal Complex will be needed in the near future in order to maintain the necessary level of police services for a growing population. The proposed public safety facility as part of the new Municipal Complex on 740 West is intended to maintain the existing level of service of 1.781 police building square feet per residential household and 1.993 police building square feet per 1,000 square feet of non-residential development.

PUBLIC WORKS

The Public Works Department has a variety of functions. This department is led by the Public Works Director and includes auxiliary staff to carry out its functions. The department administers the building codes, city engineering, and manages the public infrastructure. The department assists the council and the planning commission in adopting plans, development projects, and public infrastructure.

Among other services, this department handles City utilities such as storm water and sewer as outlined in this General Plan. It administers and enforces codes adopted by the City and the International Code Council. A primary and essential function of this department is managing roads and transportation in the City, including snow removal. The department, in conjunction with the Administrative Services Department, issues building permits, excavation permits, conducts inspections, and performs other services.

HEALTH, SAFETY & WELFARE

CAPITAL FACILITIES

Harrisville City is currently planning to construct a Municipal Complex on property already owned by the City on 750 West. This Municipal Complex will include a municipal office, police station, park, playground, and recreation facilities.

The City may regularly update its Capital Investments Plan to plan and manage future facilities and projects.

SEWER

Harrisville City provides sanitary sewer collection services to residents through a network of collection pipelines throughout the City. Harrisville is also part of the Central Weber Sewer Improvement District which handles major trunk line and sanitary sewer disposal. The City may opt to collect impact fees on new development as provided under state law. The City should expand sewer services to fill any coverage gaps, including upgrading lines for additional capacity as necessary to accommodate future development.

STORM DRAIN AND FLOOD CONTROL

Storm water, adequate drainage, and flood control continue to present ongoing challenges in the City. Future development should be linked to addressing and mitigating such challenges. The City collects storm water and run-off through a network of storm drains and flood control facilities, including but not limited to basins and related facilities. The City collects storm water utility fees from residents and businesses to support the storm water program, and to comply with the mandates of Phase II of the federal Clean Water Act. The City will continue to expand and develop its storm water facilities to comply with the law and afford proper drainage and management of storm water.

Flooding is an ongoing problem in the City. Portions of the City are located in the FEMA flood plain. It is the objective of the City to prevent future development from occurring in flood plain and flood prone areas as past flooding has been costly and threatened life and property. The City participates in the National Flood Insurance Program (NFIP), and will continue to make improvements that facilitate and improve flood control and flood management, including land use regulations that preclude future development in flood prone areas. Other strategies include the acquisition of flood prone properties for public purposes such as flood control and open space conservation. Flood prone areas are to be utilized to mitigate ongoing storm water and drainage challenges in the community by allowing the flood plain to serve as a natural flood control measure, and prevent future property damage and losses. As development occurs, flood prone areas should be set aside for natural flood control and to prevent property losses.

FIRE PROTECTION

The City is located within the North View Fire District which provides fire services including enforcement of the International Fire Code. The City will continue to support the efforts of the North View Fire District where possible.

HEALTH, SAFETY & WELFARE

CULINARY WATER

Bona Vista Water Improvement District provides culinary water to Harrisville, Plain City, Farr West, Marriott-Slaterville, and small portions of other cities and unincorporated county. Ogden City provides culinary water services to limited areas along the border. The City will continue to cooperate with Bona Vista Water Improvement District for culinary water services and improvements.

SECONDARY WATER

Pine View Water District provides pressurized secondary water to large portions of the City. Flood irrigation for water shareholders is also available from various irrigation companies in the City.

ANIMAL SERVICES

The City utilizes Weber County to provide local animal control services and operate the animal shelter.

POWER

Rocky Mountain Power provides electrical power to the City and its residents. Other providers are welcome subject to franchise agreements.

NATURAL GAS

Dominion Energy provides natural gas to the City and its residents. Other providers are welcome subject to franchise agreements.

TELECOMMUNICATIONS

Comcast and CenturyLink are the primary telecommunications providers in the City. Various satellite providers also operate along the Wasatch Front. Other providers are welcome subject to franchise agreements. Subject to local regulations in accordance with the federal Telecommunications Act 1996, cell towers are permitted in the City.

PARAMEDIC AND AMBULANCE SERVICES

Northview Fire District provide paramedic and ambulance services.

EMERGENCY MANAGEMENT

The City is responsible for emergency management services in case of a natural, technological, or other disaster. The City will activate an Emergency Operation Center (EOC) that will coordinate and work in conjunction with the Weber County EOC, and the EOCs of other communities. The City will facilitate mutual aid to other communities where possible.

HEALTH AND HUMAN SERVICES

Weber Morgan Health Department provides alcohol, tobacco, communicable diseases, public health, and environmental quality services. Weber Human Services provides mental health services, counseling, addiction services, aging, prevention, and wellness. YCC Family Crisis Shelter provides services 24/7 to domestic violence victims and their children.

HEALTH, SAFETY & WELFARE

OBJECTIVES

- a. *Adequately maintain City departments, municipal services, and coordinate with other service providers.*
- b. *Develop the Municipal Park Complex on property owned by the City on 750 West in order to expand services to a growing population base.*
- c. *Implement adequate impact fees for infrastructure.*

POLICY

Support and provide adequate professional staff along with the necessary funding for each of the City's departments. Continue cooperative staff exchanges with neighboring cities and through mutually beneficial interlocal agreements with other agencies. Foster cooperative relations with service providers, implement capital projects for public facilities, and identify service gaps. Find innovative and efficient methods to provide for the needs of the City.

ENVIRONMENTAL CONSIDERATIONS

CURRENT CONDITIONS

The City is 2.7 square miles of land area and is bound by the neighboring cities of Ogden, North Ogden, Pleasant View and Farr West. The Four Mile, Six Mile, and Dixon Creeks flow through the City. Throughout the City are areas of high groundwater, wetlands, flood plain, wildlife habit, and other sensitive natural conditions.

The City seeks to promote a quality environment with clean air, clean water, and mitigate natural hazards for the benefit of the health, safety, and welfare of the inhabitants. This is achieved by encouraging the state to implement and enforce appropriate environmental regulations. The City may implement regulations to address localized environmental concerns, including land use regulations that manage Sensitive Lands. Sensitive Lands include areas of the City that at risk of flooding, fire, erosion, and other natural hazards. Further, land use regulations may also seek to protect the natural scenic character of the community and its natural areas, flood plain, wetlands, wildlife habitat, and other areas that are not suitable for development, or suitable for development only after mitigation or preservation of core areas.

POLICY

Developments proposed in areas possessing naturally occurring constraints to development, such as wetlands, high water table, habitat, or areas prone to flooding will be required to address these issues and identify methods of how a development may be allowed in these areas without creating future or ongoing problems, including but not limited to, limiting development in such area or other mitigation techniques that are environmentally sustainable.



HISTORIC PRESERVATION

COMMUNITY HISTORY AND CEMETERY

Community history is a key aspect of a community's identity. The City has a rich history and heritage. Future generations benefit from an understanding of their roots and the history of those that came before. The City supports the preservation of historical sites, properties, and structures.

The City should promote and support individual property owners in their efforts to responsibly maintain historical properties and structures. The City should utilize historical preservation programs to secure and preserve historical sites designated by the City. The City Council serves as the Community Arts & Culture Council. This body can adopt regulations for historical sites and structures and set policies to achieve goals.

Over the years, the City has acquired a number of historic documents, materials, and artifacts and seeks to preserve artifacts, and digitize written material in its collection in partnership with the Utah Division of State History, Weber State University, and other organizations interested in local history.

In an effort to preserve these documents and artifacts, the City has for many years expressed an interest in creating a community museum. This could be located at a historic home acquired by the City or at another location in conjunction with the new community center on 750 West. The City considers its history as passive recreation for the county-wide aspect of the Recreation, Arts, Museums, and Parks (RAMP) program administered by Weber County. The City should solicit support from RAMP in developing its museum and preservations of historical documents and artifacts.

Another area of interest in the City is developing a City Cemetery. This would require planning for a future cemetery location and setting aside funds to complete this endeavor. Cemetery space is becoming limited as it is nearly filled in adjoining cities and other cemetery areas. Residents have expressed interest in having burial plots located in the City where they raised their families and have their heritage. The City should locate property of at least ten (10) acres in size for a future cemetery, and this can possibly be completed in an area surrounding the future Municipal Complex on 750 West.



PARKS, RECREATION, & TRAILS

PARKS & RECREATION

The Recreation Department performs professional duties in planning, developing, coordinating, implementing, and supervising recreation and athletic programs as well as construction, maintenance, and repair tasks related to park development and maintenance. The department is lead by a Director who oversees a variety of staff ranging from work crews to recreation officials.

Youth Recreation is a major component of the Parks & Recreation Department. The Director coordinates with various community agencies and other City departments to provide opportunities which reduce juvenile crime through the use of youth programs and community involvement programs.

There is a growing demand for recreational programs. Presently the City offers baseball, softball, t-ball, and basketball. The City utilizes Sportsites to administer its recreation programs. This computer application has proven to be a valuable resource in managing recreation and teams in the City.

In the past the City had a successful tennis program that should be revived in the future with new staff. Also, the City will need to consider future and changing recreational needs: pickle ball, playground redevelopment, e-sports, and dog parks, along with many other growing trends in recreation. The need for indoor and outdoor facilities are exploding as ice skating, skate parks, bike parks, trampoline centers, climbing facilities, multi-sports bubbles, turf-play areas, lacrosse, football, and soccer are attracting more people. The splash pad is already at capacity and it is expensive to maintain. Appropriations will need to be planned for future recreation trends and the adequate maintenance of recreation programs and facilities.

Senior Services and Youth Services are presently assigned to the Parks & Recreation Department. Services support functions which assist in programs for senior citizens and youth ages 12-18 that provide for social interaction, activities, arts and crafts, educational programs, and excursions. The City can offer weekly meals and health services in conjunction with Weber Human Services by including a Senior Center as part of the future Municipal Complex providing a location for other senior events and activities. Youth Services is also designed to administer programs in conjunction with Weber Human Services, and related agencies, to assist with teen intervention to reduce the risk posed by drugs, alcohol, and suicide, among other things.

Social interaction for seniors and youth is a growing need in the City and should not be neglected. Demographic trends and studies continue to show these populations to be highly vulnerable. It is recommended that the City retain or hire a position for a Senior Service Coordinator and Youth Services Coordinator. Other cities in the county are already implementing such staff into their administration. It may be worthwhile to evaluate whether to transfer these function to the Administrative Department upon completion of the future Municipal Complex.

CURRENT CONDITIONS

The City currently maintains approximately 39.77 acres of parks which include a variety of recreation facilities. Some of the recreation facilities include tennis courts, basketball courts, disc golf course, ball fields, playgrounds, soccer fields, splash pad, volleyball court, natural stream corridors, pathways, bowery, historical cabin, and park restrooms facilities.

The City's parks include: Millennium Park, Harrisville Park, Independence Park, and Martin Harris Bicentennial Park & Historical Cabin. The Historical Cabin is heavily used by residents for private events and the City should plan to adequately fund and upkeep this facility. Additional facilities may be required as the population grows.

PARKS, RECREATION, & TRAILS

Assuming a 2016 population of 6,376 persons, the current level of system- wide park service is 6.59 park acres per 1,000 residents. In 2019, the City lost 110 acres of private recreation area and open space with the closure and redevelopment of Ben Lomond Golf Course. The City should consider replacing the lost open space with area perpetually preserving sensitive lands and flood plain areas.

The City currently has 1.15 miles of trails. There are 0.38 trail miles located at Millennium Park and 0.77 trail miles located at Independence Park. All of the City trails are ten (10) feet wide with a paved surface. The existing Level of Service (LOS) for trails is 0.00019 trail miles per capita or 0.19 trail miles per 1,000 residents.

The existing LOS for park land and improvements is 6.59 acres per 1,000 residents and the proposed level of service is 6.52 acres per 1,000 residents. The excess park service capacity to accommodate future growth is 0.07 acres per 1,000 residents. The existing LOS for trails is 0.19 miles of trails per 1,000 residents, and the proposed LOS for trails is 0.00019 miles of trails per 1,000. There is no excess trails capacity. Additional trails and pathways should be considered with future development.

The Parks & Recreation Department will require ongoing support to meet the recreational demands of the public. Additional parks, infrastructure, and recreational opportunities will only grow as the population increases. The City will need to plan for future recreation, and should establish planning strategies, capital plans, and staff support for the same.

PARKS, RECREATION, & TRAILS

POLICY

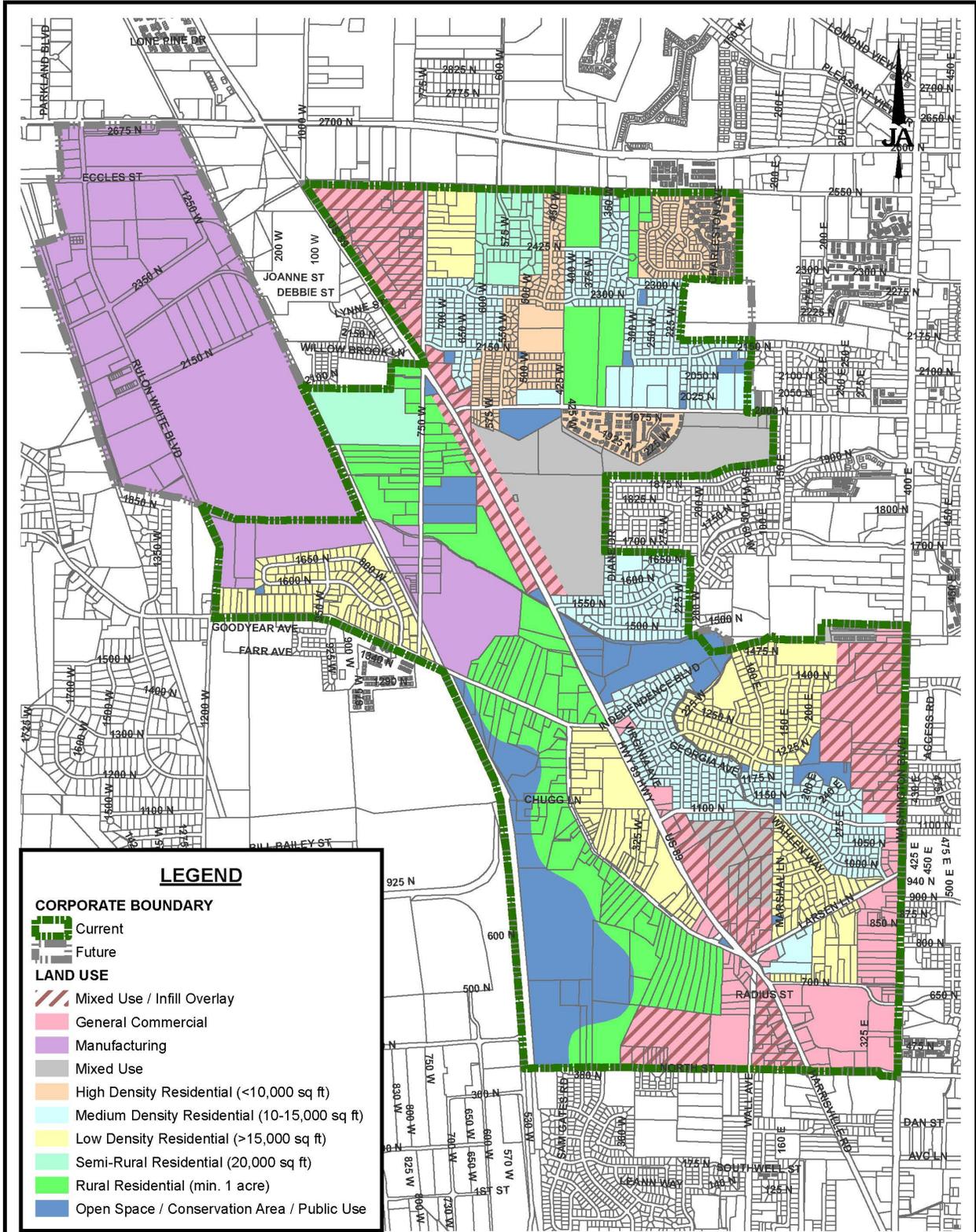
1. *Based on current park use by residents, recreation organizations, and others, the City has determined that all City facilities and pathways are at capacity. Therefore, the proposed Level of Service (LOS) is 6.52 improved park acres per 1,000 residents is not adequate for future growth and additional park and recreation facilities are needed. The proposed LOS for trail miles is the existing LOS of 0.19 miles of trails per 1,000 residents is also inadequate, and additional trails and pathway should be developed.*
2. *Replacement of the 110 acres of open space lost due to the redevelopment of Ben Lomond Golf Course should be a priority for replacement by preserving sensitive lands identified by the City.*
3. *The City intends to maintain its proposed park service LOS through acquiring park lands and construction of additional recreational facility improvements. As growth occurs from increased development activity, additional park service facilities will be needed.*

In order to achieve an equitable allocation to the costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be receive, the City will continue to ensure, by way of impact fees, that future development projects buy-in to the park and recreation facility improvements.

4. *The City will support the Parks & Recreation Department by providing adequate planning, recreational opportunities, and staff for a growing community.*

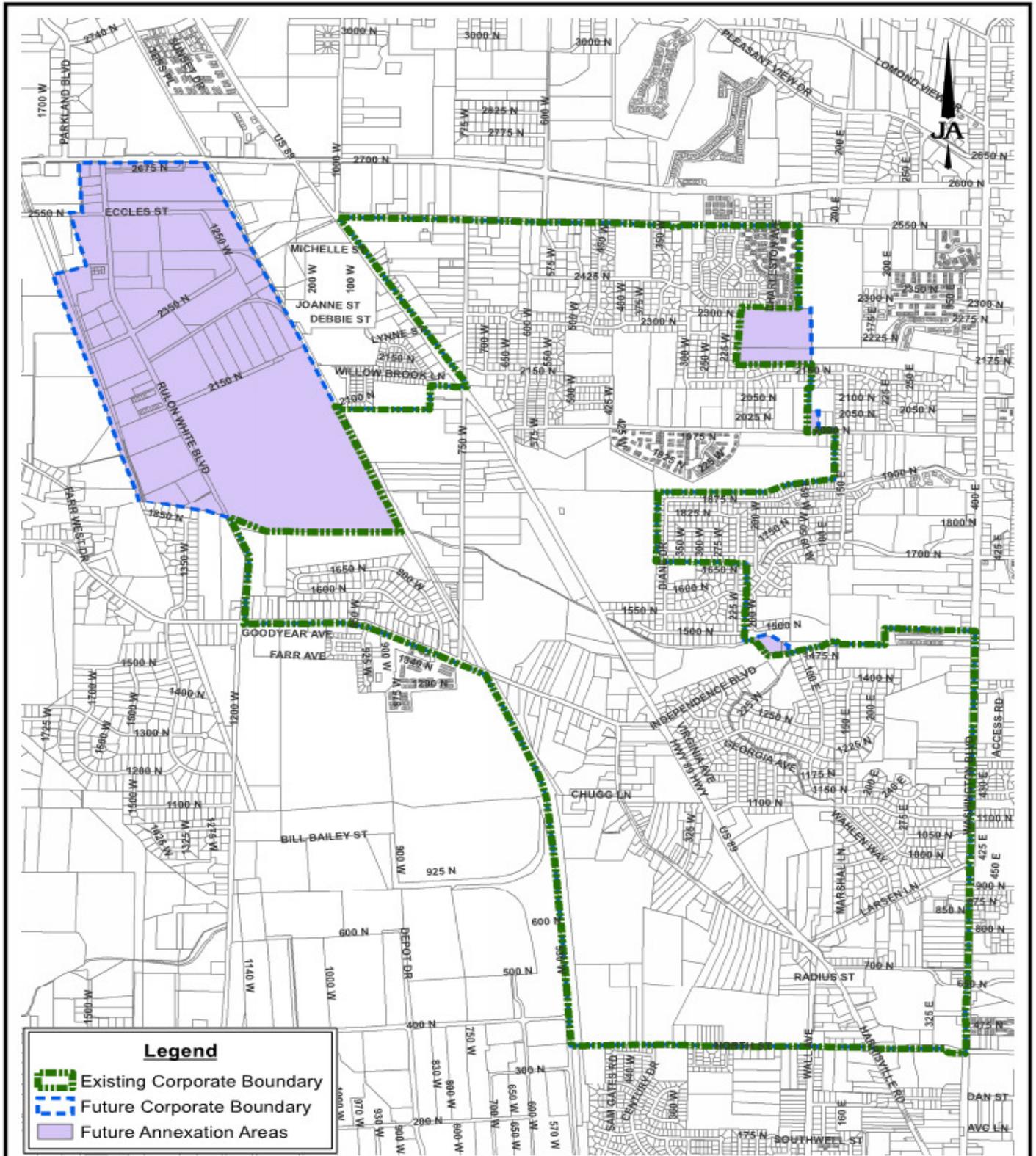


FUTURE LAND USE MAP



 <p>J.A. JONES & ASSOCIATES CONSULTING ENGINEERS 6080 Fashion Point Dr, South Ogden, UT 84403 (801) 476-9767</p>	SCALE: 1 in = 2,000 ft	HARRISVILLE CITY CORPORATION	SHEET:
	DATE: 09/04/2019	GENERAL PLAN MAP	1
FUTURE LAND USE MAP			OF 1 SHEETS 0

CORPORATION BOUNDARY MAP



JA JONES & ASSOCIATES
CONSULTING ENGINEERS
 6080 Fashion Point Dr, South Ogden, UT 84403
 (801) 476-9767

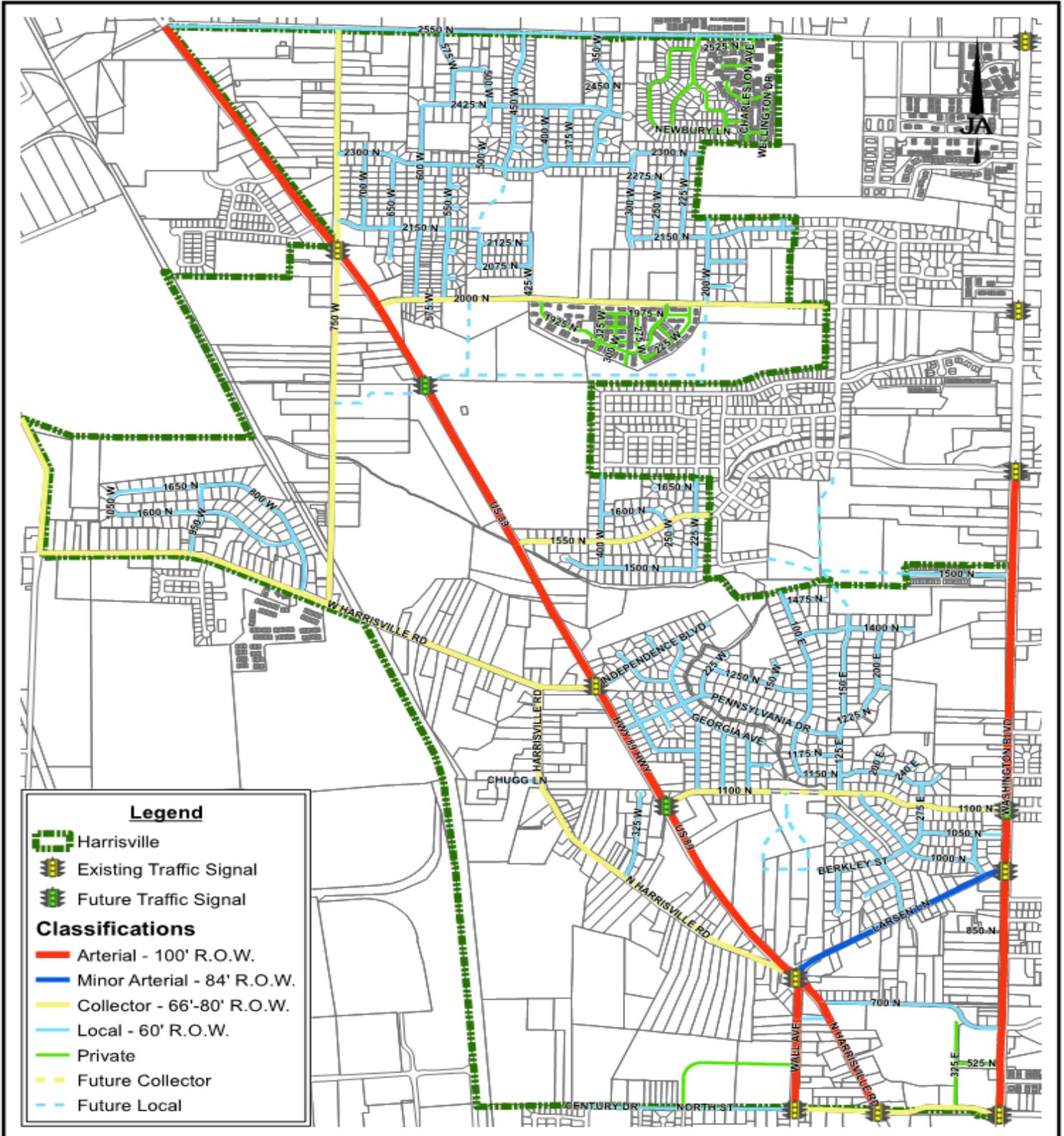
SCALE:
N.T.S.

DATE:
01/18/2019

HARRISVILLE CITY CORPORATION
GENERAL PLAN MAP
ANNEXATION POLICY MAP
 Proposed January 2019

SHEET:
1
 OF 1 SHEETS
 0

FUTURE TRANSPORTATION MAP



Legend

- Harrisville
- Existing Traffic Signal
- Future Traffic Signal

Classifications

- Arterial - 100' R.O.W.
- Minor Arterial - 84' R.O.W.
- Collector - 66'-80' R.O.W.
- Local - 60' R.O.W.
- Private
- Future Collector
- Future Local

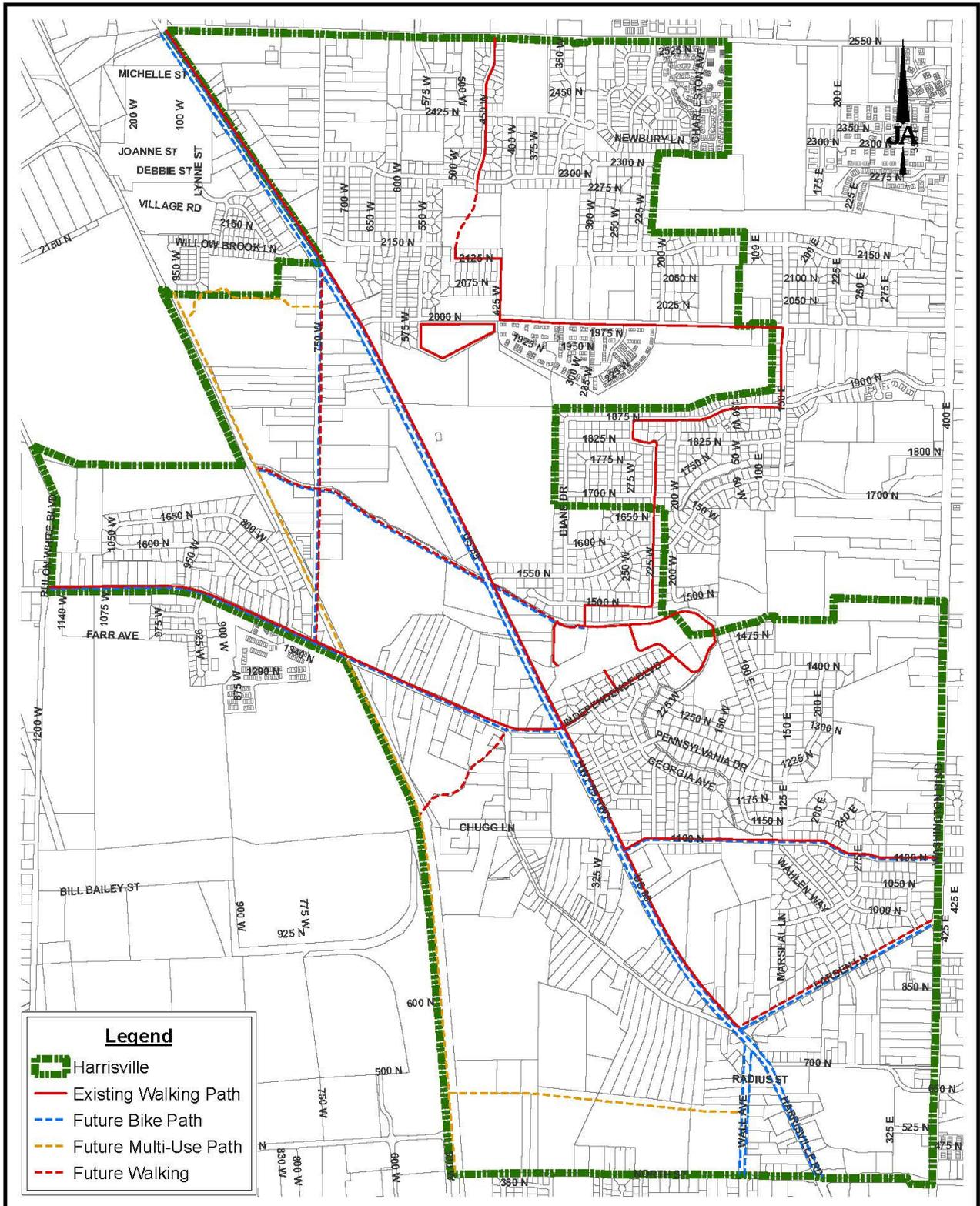
J&A JONES & ASSOCIATES
CONSULTING ENGINEERS
6080 Fashion Point Dr, South Ogden, UT 84403
(801) 476-9767

SCALE:
1 in = 1,500 ft
DATE:
06/27/2019

HARRISVILLE CITY CORPORATION
GENERAL PLAN MAP
STREET CLASSIFICATION MASTER PLAN

SHEET:
1
OF 1 SHEETS
0

TRAILS/PATHWAYS MAPS

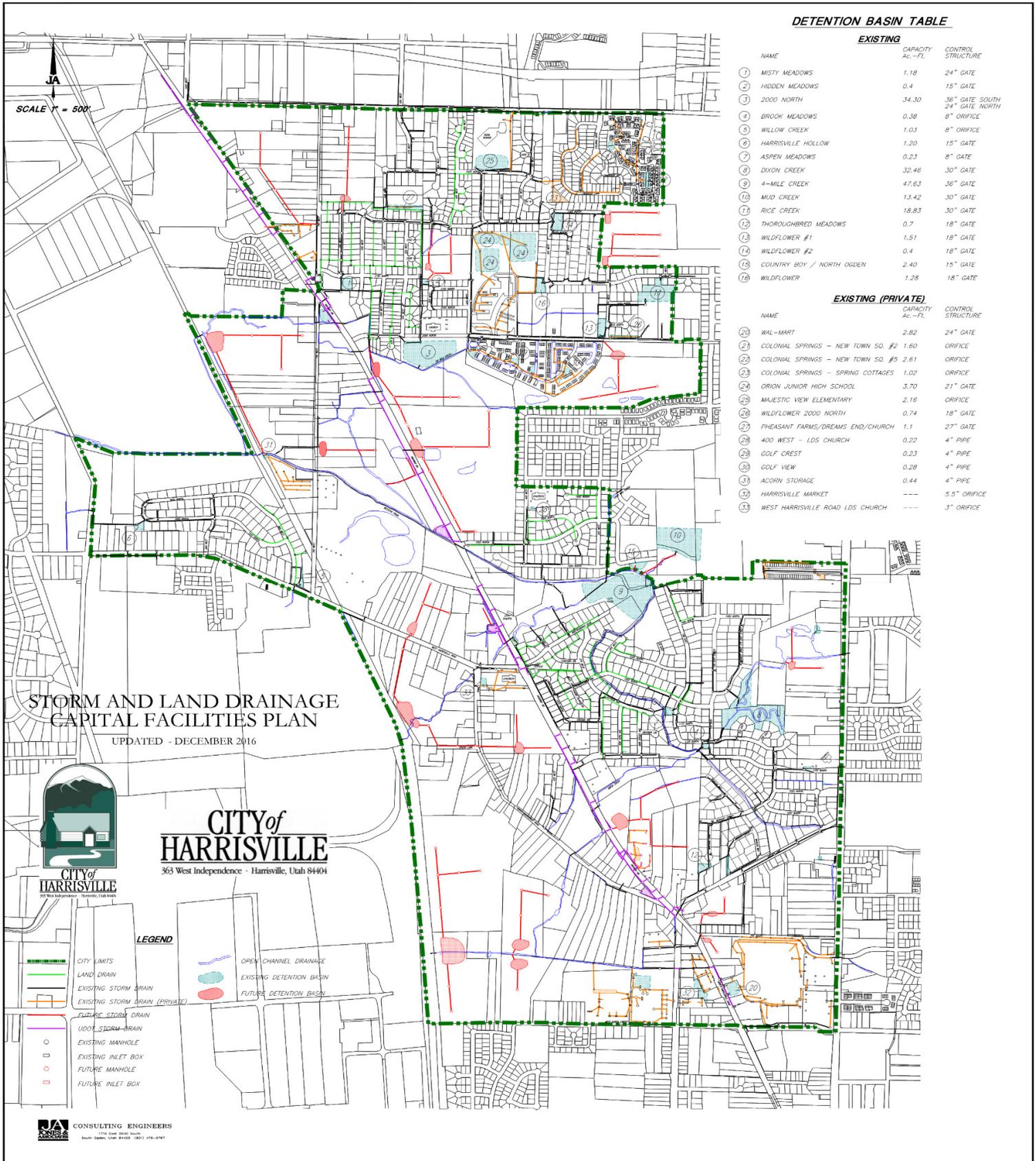


Legend

- Harrisville
- Existing Walking Path
- Future Bike Path
- Future Multi-Use Path
- Future Walking

<p>JONES & ASSOCIATES CONSULTING ENGINEERS</p> <p>6080 Fashion Point Dr, South Ogden, UT 84403 (801) 476-9767</p>	SCALE: 1 in = 1,500 ft	HARRISVILLE CITY CORPORATION GENERAL PLAN MAP PATHWAYS MASTER PLAN	SHEET: 1
	DATE: 09/04/2019		OF 1 SHEETS 0

STORM AND LAND DRAIN MAP



SEWER SYSTEM MAP

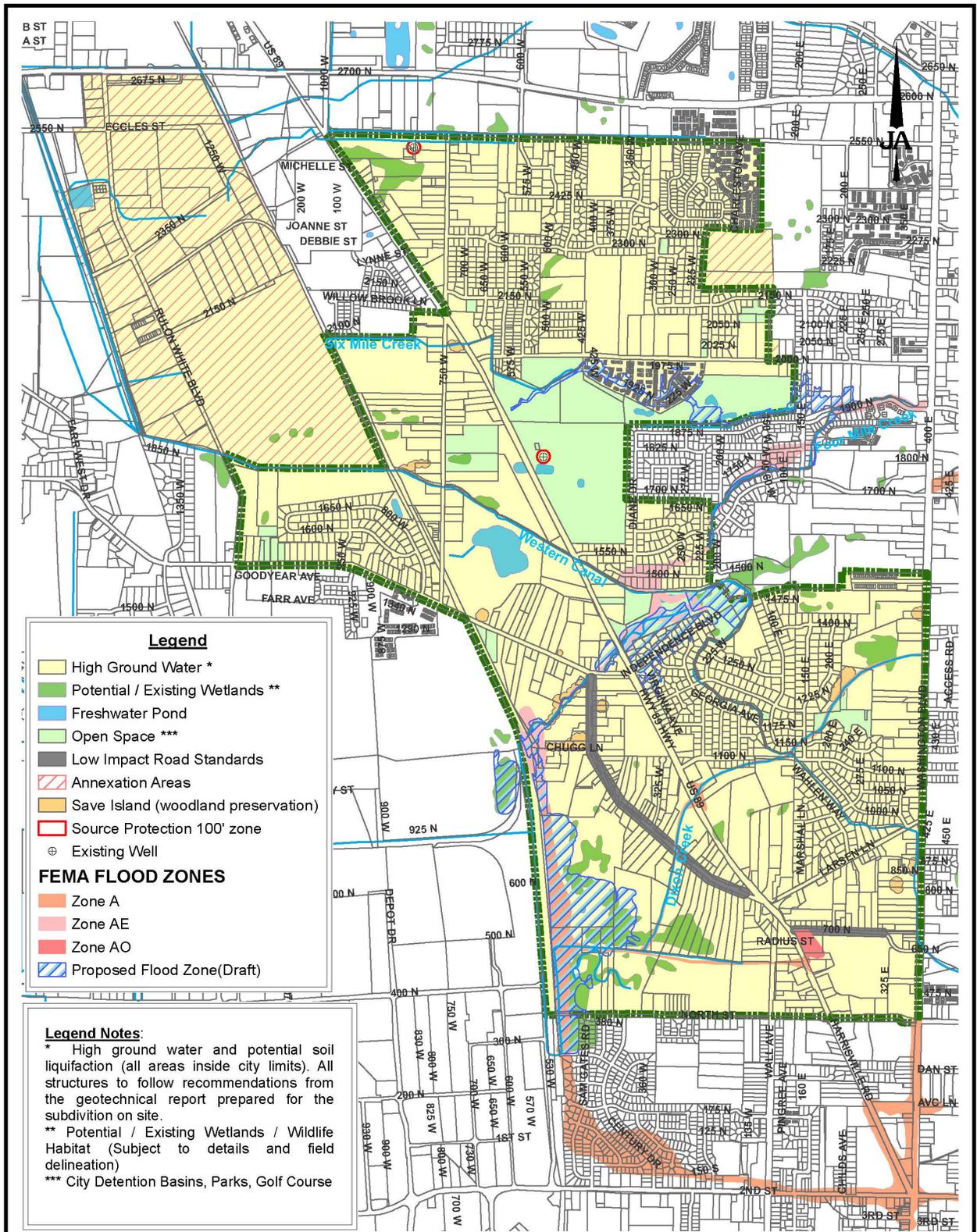
JA
SCALE: 1" = 500'



JA JONES & ASSOCIATES
CONSULTING ENGINEERS

CITY of HARRISVILLE
363 West Independence - Harrisville, Utah 84401
HARRISVILLE CITY CORPORATION
SANITARY SEWER MAP
UPDATED OCTOBER 2014

SENSITIVE LANDS MAP



Legend

- High Ground Water *
- Potential / Existing Wetlands **
- Freshwater Pond
- Open Space ***
- Low Impact Road Standards
- Annexation Areas
- Save Island (woodland preservation)
- Source Protection 100' zone
- Existing Well

FEMA FLOOD ZONES

- Zone A
- Zone AE
- Zone AO
- Proposed Flood Zone(Draft)

Legend Notes:

* High ground water and potential soil liquifaction (all areas inside city limits). All structures to follow recommendations from the geotechnical report prepared for the subdivision on site.

** Potential / Existing Wetlands / Wildlife Habitat (Subject to details and field delineation)

*** City Detention Basins, Parks, Golf Course

 J.A. JONES & ASSOCIATES CONSULTING ENGINEERS 6080 Fashion Point Dr, South Ogden, UT 84403 (801) 476-9767	SCALE: 1 in = 2,000 ft	HARRISVILLE CITY CORPORATION GENERAL PLAN MAP	SHEET: 1
	DATE: 09/04/2019	SENSITIVE LAND OVERLAY MAP	OF 11 SHEETS 0

PINEVIEW WATER SYSTEM MAP

