

Appendix A

GENERAL PLAN CROYDON AND LOST CREEK

GENERAL PLAN COMMITTEE MEMBERS

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INTRODUCTION

The Morgan County Planning Commission is in the process of developing a new General Plan for Morgan County. As a result, the above committee members were assigned and approved by the Morgan County Planning Commission and Morgan County Commission to develop General Plan recommendations for the Lost Creek and Croydon areas. The group represents a large number of private landowners in the area.

The purpose of the General Planning Committee is to establish a long range plan for the future growth and development of the Lost Creek and Croydon areas. In order to complete this plan in an acceptable manner, the committee will attempt to address the future needs of the study area for twenty to twenty-five years into the future. Many members of the committee have lived in the area in excess of twenty-five years and have seen the changes that have occurred during the time they have lived in the area. With this experience, we will try to identify future problems and needs and try to maintain the quality of life we have enjoyed in the past.

The items we will address in this study will be recreation, water, sewer, parks, zoning, transportation, wildlife, and other items.

TOPOGRAPHY

The topography of the area is generally mountainous. There are some flat areas in the bottom of the valleys that are used for farming. The area also contains some gently sloping areas and benches before the steeper slopes. Most of the area is suitable for farming, grazing, ranching and recreational use.

The soils in the area vary greatly. Some areas contain gravel deposits, solid rock formations, conglomerates, clays and soils suitable for farm ground. The gravel deposits are located in the alluvial areas at the mouth of the canyons. The availability of

limestone at Devils Slide attracted the cement companies years ago. The farm ground varies from very productive to marginal. Generally, the farm ground in the Croydon area is fertile, while many of the soils in the bottom of the valleys contain gravel layers.

The Weber River runs the length of Morgan County. Lost Creek is a major tributary to this stream. Water runs year round in Lost Creek. The other major tributaries to Lost Creek are Pine, Cedar, Guildler, Hell, Trail and Francis Canyons. There are several other canyons that feed Lost Creek, but they generally run for a few weeks during the spring of the year.

There have been low to moderate earthquakes in the area in the past. There is currently a project in the planning stages to upgrade Lost Creek Reservoir to present day earthquake standards. The repairs or improvements should begin during the summer of 1997. In recent history there has not been a major earthquake in the area, although the potential of one exists.

The topography of the area is generally mountainous and is generally suited for farming, ranching, and recreational use. With Lost Creek Reservoir, most of the farms have adequate water to raise crops. The threat of an earthquake or natural disaster is always a possibility but the odds are insignificant.

RECREATION

Recreation has had a tremendous impact on the area in the past. As the Wasatch Front area continues to grow, we anticipate that there will continue to be increased pressure in this area for recreation. The recreational impact is mainly in the areas of hunting, fishing, and camping.

Hunting has always been a popular form of recreation in this area. In the past deer hunting was popular and in the last several years this has become one of the most popular Elk hunting areas in the West. Although hunting relates to recreation, we will discuss the related issues in the Wildlife section of this report.

With the resurfacing of the Lost Creek Road, there has been a substantial increase in the number of vehicles that visit Lost Creek Reservoir. This creates an impact on the local residents as well as all of the taxpayers of the county. Roads, Law Enforcement, Ambulance Service, Fire and other services are provided by the taxpayers of Morgan County. The majority of these costs are not offset by the users of the facility who mainly come from other counties in the state to use the facility. Health issues, public safety, vandalism, property damage, and other social and economic impacts are difficult to measure.

The bureau of Reclamation recently completed a study of the area. They recognize the problems associated with the reservoir and have addressed some of them with limitations on recreational uses and number of visitors. However, they have not addressed several other issues that we consider critical now and in the future. These

issues relate to the health and safety of the residents. The main issues are safety due to increased traffic volumes and water quality due to the number of visitors and insufficient facilities.

A copy of the Bureau of Reclamation Report on Lost Creek Reservoir is available for review at the Morgan County Courthouse. Additional information is available from Weber Basin Water Conservancy District.

As a Committee, we have identified the following issues that relate to recreation and recommend that these issues be incorporated into the new General Plan for Morgan County.

First, we strongly recommend that the Lost Creek Reservoir Resource Management Plan be followed. Particular attention needs to be paid to Chapter 4 Plan Implementation (see attached copy). A considerable amount of time, effort and money was spent on the development of this plan and it should be used as a tool for future management of the Park and Reservoir.

The General Plan Committee is very concerned about the impact of Lost Creek State Park. It appears that the Reservoir and State Park were constructed without giving much thought to the impacts that the facility would have on local residents. We are landowners and residents of the area and feel we have a vested right, or voice, in regulating the use of the facility. Growth and development of the private property owners in the area is controlled by the Planning Commission; yet there is little control on the facilities owned and controlled by the Federal and State Government.

We realize that the facility is established and should be used by the public. However, due to the sensitive environment of the area, the use of the facility should be a "quality experience". Strictly limited use is recommended. High user fees should be assessed for the "quality experience". Campgrounds and sanitation facilities must be constructed. Daily use must be controlled. Winter use should be discontinued since the road is not kept open to the reservoir and sanitation facilities are not maintained. In order to maintain and control use of the facility, a full-time park ranger is required. If funding is unavailable for the Governmental agencies to control their facilities, then it is the recommendation of this group that the facility be closed until such time that they are financially able to control and maintain their facility in a responsible manner.

The second item is Public Safety. Lost Creek is a single access roadway. It is evident from the terrain that this will probably always be a single access road. Other problems associated with the road are insufficient widths, shoulder drop-offs, no paint striping, sharp curves, farm equipment use, lack of guardrail, delineators, signs and other items that affect the safety of the traveling public. If the road is going to accommodate the increased volumes of traffic in the future, improvements need to be made to the road. If there continues to be an issue of public safety, then activity at the reservoir needs to be curtailed.

The next item is water quality. Water and water quality are critical issues to the study group. It is a natural resource that needs to be protected today and in the future. Due to the impact of the Reservoir and the increased activity in the area, we feel that the quality of the water in this area is threatened. We recommend that the State of Utah and Bureau of Reclamation be notified of the impact they have on water quality and take corrective action to protect this natural resource.

WILDLIFE

The Lost Creek and Croydon areas have an abundance of wildlife. Elk, deer, cougars, eagles, bobcats, badgers, chuckars, wild turkeys, and other forms of wildlife can be found in the area.

Hunting has always been popular in the area. With the increased popularity of hunting and demand for a quality hunt, the traditional hunting experience has changed. There has been a shift in the trend from a traditional hunting camp with landowner permission to a guided hunt with a professional outfitter. This has shifted the role of the landowner from granting permission to hunt on his property to leasing large tracts of land to outfitters who manage the hunting.

WATER

Water and water quality are primary concerns of the current residents in the community. Currently the culinary water needs of the residents in the Croydon and Lost Creek area are serviced by the Croydon water system, wells and springs.

The original residents in the area developed springs or shallow wells for their water needs. Some of these original water systems are still in service today. These water systems service one or two residences at each location.

As new homes were built, several wells were drilled to provide culinary water. These wells were generally drilled to a depth in excess of 100 feet. There does not appear to be a problem in getting good drinking water with adequate volume in the valley. However, there were two wells drilled in the valley that produced salt water and had to be abandoned. In the future we encourage more than one residence per well. This accomplishes a financial benefit for the homeowners as well as a benefit to the community. This reduces the number of holes punched in the aquifer, thus reducing the chance of contamination of the aquifer.

The Croydon water system was improved and updated in 1992. It was estimated that 25 residences could be serviced by the existing spring. Eighteen shares of the system are now sold, so there is space available for an additional seven residences. There are currently two parties inquiring about purchasing shares in the system.

The current reservoir has a 95,000gallon capacity. If additional water is needed, more water could be developed in the existing spring. Members of the Croydon Water

System are currently discussing drilling a new well to supplement the existing water system. There is an additional source of water available in Hay Hollow on a piece of property called "Hay Hollow South Spring."

It is the recommendation of the study group that any new construction, in areas serviced by the Croydon Water System, purchase shares in the existing system. In other areas service by wells or springs, it is recommended that the water system be shared by more than one residence where it is feasible and economical.

ZONING

The current zoning in the area is as follows: (1) The Holnam Cement Plan is MG. (2) The Croydon Town site is R-120. (3) The beginning of Lost Creek Road to the upper forks or intersection of Lost Creek Road and Croydon Road is zoned A-20. (4) From the end of the R-120 zone at the Croydon Town site to the Crouch/Pentz ditch crossing is RR-1. (5) From the Crouch/Pentz ditch crossing to Guilder Sleeve Canyon the zoning is A-20. (6) The remaining private ground is zoned MU-160.

After some discussion it was decided by a vote of the committee to change some of the zoning in the area. Starting at Exit 111 on I-84 and proceeding up Lost Creek, the existing zoning should be left in place to the Crouch/Pentz ditch crossing. From this point to the base of Lost Creek Reservoir the zoning is proposed to be changed to A-10. It was then voted on and passed that the area from the Croydon Town Site, south to the Morgan/Summit county line should be rezoned to RR-1.

The general feeling of the group is that growth needs to be controlled in the future in order to maintain the quality of life that we now enjoy. So it is strongly recommended that PUD's and cul-de-sac roads be abolished in this area and that frontage be taken from the county road only. Recreational use at Lost Creek State Park needs to be controlled in the future to preserve the quality of life of the local residents.

During the discussions there was concern expressed about the utilities running through the canyon, flood zones and "quality of life" issues. These issues need to be considered as development occurs in the future.

There are several utilities running down the canyon. There are two high-pressure gas lines, a fiber optics cable, telephone lines, and power lines. In future development, care needs to be taken to make sure that future residences be placed in front or behind the utility corridor.

In the past there has been flooding in the area. In the late 40's and early 50's there was severe flooding of Lost Creek and the traffic had to be diverted onto different roads. In the Early 60's Lost Creek Reservoir was constructed. The Reservoir has substantially changed the flooding potential in the area. Although there is a substantial drainage area below the reservoir, a large portion of the total drainage area is controlled by the reservoir. In the future, care needs to be taken by the Planning Commission to

protect residences from the potential of flooding along the stream. We recommend that if there is a possibility of flooding a potential building lot that the area be surveyed and contours shown on the plat. If the area lies in an area of potential flooding then the proper regulatory agencies need to be notified and approval given by these agencies prior to construction in these areas.

Quality of life issues were discussed by the group. Everyone in the group was concerned about the possibility of contamination of the ground and surface water, rural atmosphere, wildlife, air quality, agriculture, and the general health, safety and welfare of the residents. Care must be taken to preserve the quality of life that is now present in the community.

CROYDON/LOST CREEK **LOST CREEK ZONING CHANGE JUSTIFICATION**

There exists in the county several roads that have a single access. The Lost Creek Road is one of these roads. The canyon is relatively narrow and the construction of a parallel road a short distance from the existing road probably does not make much sense. To try to force a second access across private property on the upper end of the road is doubtful. These two factors make construction of a second access a near impossibility.

The general consensus of the study group is that zoning along Lost Creek Road should be changed to allow for limited residential construction. The recommendation of the group was to change the zoning to RR-10 or 10 acre lots along the road.

Lost Creek Road is unique to other single access roads located in the county. The road has been in use long before Planning and Zoning was established in the county. In fact, many years ago, the road was used by the public as an access road into Wyoming. The road followed the main canyon to Big Trail canyon, then across Wahsatch to a point near the Utah and Wyoming State line. The road was also used as a trail to move livestock from Woodruff to Lost Creek. Over time, use of the road and the second access was lost due to little use or the landowners on the upper portion of the road locking their gates.

Lost Creek Reservoir was constructed in the mid 1960's . The reservoir was constructed for flood control measures and to supply water for irrigation. Recreation at the time of construction was a minor consideration. Since the road has been paved and the reservoir "discovered", the volume of traffic has increased. With the growing population along the Wasatch Front, the volume of traffic will undoubtedly continue to increase in the future.

The threat of floods is probably the most likely event to occur that would close the road and isolate residents and recreational users. This threat has been lessened by the construction of the reservoir and could be further decreased by preventative maintenance on the stream channel.

After analyzing the course of events that has transpired over the years, it is the feeling of the study group that a zoning change should be allowed to occur up to the reservoir. It is unfair for the existing property owners to bear the burden of events that have taken place over the years by the oversights of others. If the reservoir had not been constructed, the present and future traffic volumes would have been a fraction of the present and future traffic volumes. Paving of the road has only added to the increased traffic volumes.

After reviewing all of the events that have taken place, we feel that there should be an exception made to the single access rule for the Lost Creek Road based on the extenuating circumstances that have occurred over a long period of time. These circumstances are that a year round road used to be maintained to Hell Canyon, the road used to be a two outlet road to Wyoming, and the road had been established as a livestock trail several years ago. The volumes of traffic will continue to increase over time with increased visitation to Lost Creek Reservoir. This type of visitation is a cost to the Taxpayers of Morgan County for increased public services that generate very little tax revenue. If homes were constructed using the frontage on Lost Creek Road, the impact on existing County services would not increase substantially, but there would be an increase in property tax revenue. It is unfair to the local landowners to control their land use while the growth, development and increased visitation at Lost Creek State Park, by mainly non-Morgan County taxpayers, is allowed to go uncontrolled.

TRANSPORTATION

The Croydon and Lost Creek area is served by both the railroad and auto/truck transportation modes. Truck and auto access is readily available using Interstate 84. The Holnam Cement Plant has a railroad spur running into their facility. Both forms of transportation make some portions of the area attractive for future development of commercial and industrial expansion.

Designation of roads and addresses was a concern of the study group. Many of the residents expressed concern that the current addresses do not make sense. It was recommended that all of the addresses in the community be reviewed for conformity. The names of the current roads need to be clarified. It is recommended that the road from the Croydon Town Site to the Morgan/Summit County line be renamed "South Croydon Road." The road from I-84 through the Croydon Town Site to the upper forks of the road (corner of Reed Wilde, Wood Peterson and Ron Crouch) be designated as "The Croydon Road." The paved road that forks from the Croydon Road approximately ½ mile northeast of the Holnam Plant up to the end of the road above Lost Creek Reservoir should be designated as "Lost Creek Road."

It was brought to the attention of the study group that a safety hazard exists on the road near the old Devils Slide Village. The road passes under the railroad trestle then makes a sharp 90degree turn over the Weber River. The sight distance for this turn is very short. People traveling this route that are unfamiliar with this turn often create a

hazard. This is probably the most critical area on the road and needs to be addressed immediately.

The condition of the existing roads is a concern of the planning group. The road up Lost Creek was paved a few years ago. This road is maintained in the winter to the bus turnaround near the Jensen property. Although the road services the needs of the local residents, there is probably more use of the county roads by recreational users. Safety of local residents and the people visiting the area are a prime concern of the planning group. The roads need to be painted, guardrails and delineators placed, drop-offs and sight distances addressed and other safety concerns corrected in the future. Before additional funds are expended on new county roads, the existing roads need to be upgraded and repaired.

A good transportation system is critical for the future growth and development in the area. The rail spur servicing Holnam could be extended to service the needs of other businesses. Two accesses into the Lost Creek area would be desirable, but due to the nature of the narrow valley and crossing private property to establish a second access makes the proposal doubtful. The existing roads are in need of repair and should be upgraded for safety reasons.

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

In the past there was some commercial development in the area. There were stores located in Croydon and Devils Slide. When the housing was eliminated in Devils Slide, the last of the commercial establishments closed.

In the future, there may be a need for additional commercial businesses. The need for these businesses would probably be a mini-market type business that would offer gas, diesel, snacks and groceries. In order for this type of business to be profitable, the trade would need to come from local support and people visiting the area for recreation. With the paving of the lower Lost Creek Road, a large portion of the traffic now bypasses the town of Croydon. As a result, from a traffic flow point of view, it makes sense that the location of this type of business would be from the cement plant North to the forks of the Lost Creek and Croydon roads.

Other types of Commercial Businesses may be a possibility in the future. These types of business are attracted by an increase in population or the establishment of a business that is attracted by the rural setting or availability of the local workforce.

Holnam Cement Plant is the local industrial development in the area. Construction is currently taking place to increase the production capacity of the plant. This expansion and modernization will be completed in 1998. The planning group recognizes the tax base that this business contributes to Morgan County.

There has been some discussion with other companies that are interested in moving industrial developments into the areas. These types of businesses are interested

in the area because of the availability of natural resources, labor force, property, transportation and other features.

The study group looked at the possibility of establishing a commercial zone in the area. It was the general consensus of the group that this area should be established in the vicinity of the Croydon interchange on I-84. There is suitable flat area in the bottom of the valley that parallels Interstate 84, between the Weber River and the base of the mountains, that a commercial zone could be established. This area extends from the Croydon Interchange down the canyon to a point where there is sufficient width in the bottom of the canyon to accommodate the Railroad, Weber River and Interstate 84. Another area that was discussed was the old Devils Slide Town Site. This area is currently owned by Holnam. This area is also in easy access of the Interstate; and a Railroad spur could be established. This area is also paved with concrete roads. The drawback to this area may be the railroad bridge that crosses over the access road into the old town site.

AGRICULTURE

Agriculture is critical to the area. Although there has been a change or trend away from agriculture as a principal occupation, it still remains predominant in the area. In the past, local residents relied on agriculture as their sole source of income. As generations changed, so has the emphasis on farming and ranching. Now, most of the agriculture related activities are supplemented by another form of income. This is dictated by price and market conditions rather than by choice, in most cases.

Raising crops, cattle and sheep have been the major agriculture activities in the study area. Many of the producers live in the area, but some live in other areas or use their property as summer grazing only. The summer range ground is conducive to raising sheep and cattle. The winters in the area can be long and harsh. The growing season is relatively short with the only crops being grains, pasture and hay.

Agriculture has been the backbone of the area in the past and should remain so in the future. Property prices, dictated by the market, make agriculture an economic burden that has to be supplemented by additional income. The planning group encourages that agriculture be maintained as the predominate land use in the area.

PARKS

The Croydon/Lost Creek area has one County park. The property is owned by the county. The park was constructed several years ago with the sole aid of private funds. The materials were purchased by these funds and the labor was donated by local residents and family members of donors. The park is funded by renting out the park to various groups and fund-raisers.

The Planning group feels that the park needs to stay functional for use by residents of the county, community, and others. We encourage the County Commission

to develop a County Park Board to aid in the management of the county parks. In addition to management, there needs to be funds earmarked for the park system in order to reduce the financial impact to local groups and citizens.

SUMMARY

The general consensus of the study group is that the area should remain basically the same in the future. We recognize the need for some growth in the future.

Recommendations have been made to change the zoning in some areas and reduce the current requirements from A-20 and MU-160 zones down to A-10 zoning. The impact of this change should be minimal since the frontage requirements for A-20 and A-10 are the same. The impact is more in the MU-160 to A-10 with frontage requirements changing from 1320 feet down to 330 feet, or increasing the number of homes from one to three.

The impact on local residents in the form of increased use of Lost Creek Reservoir is inevitable. With the growing population along the Wasatch Front and other areas of the state, increased use of this facility can be expected. Again, we emphasize that the use of the reservoir be severely limited and controlled to be compatible with the quality of life experienced in the past. As citizens and landowners in the community, we strongly encourage the Federal and State governments to recognize the impact they have in the area by the existence of their facility. We urge them to come forward and share in our concerns of the impact on our environment caused by the neglect and overuse of their facility. We are still concerned about the health, safety and welfare of the local citizens. It is our expressed concern that the existing quality of life of the area be preserved for future generations.

LOST CREEK/CROYDON GENERAL PLAN MORGAN COUNTY PLANNING COMMISSION REVISIONS

On Thursday May 15, 1997 the Morgan County Planning Commission met at a regularly scheduled meeting and discussed the Lost Creek/Croydon General Plan. Some of the members of the Croydon General Plan Committee were present, and their input was solicited by the County Planning Commission. There were two areas of concern that were expressed by the County Planning Commission. The areas were the lack of a commercial and industrial zone and the changing of the zoning from MU-160 to A-10.

The Lost Creek/Croydon General Plan was amended by the Morgan County Planning Commission in the two areas mentioned above. With the exception of these two changes, the plan was voted on and accepted by the Planning Commission as submitted. The two changes that were added to the document are discussed below and were also adopted by the Morgan County Planning Commission.

INDUSTRIAL OR COMMERCIAL ZONE

An area was established for Commercial zoning. The area proposed for Commercial begins in the vicinity of the intersection, or the beginning of the Lost Creek Road where it branches from the Croydon Road. From this point it continues along the Croydon Road to the Lost Creek bridge (near Les Adams' home). This area is approximately ½ mile in length. It was the general consensus that this area would be the most likely zone for Commercial since the greatest volume of traffic would pass along this area or be readily visible to the traveling public.

It was determined that an area needed to be identified in the area for Industrial and or Commercial use. Holnam is a major industrial employer in Morgan County. There have been several inquiries in the past for Industrial and Commercial property in Morgan County. The area proposed for this zone is defined as the area from the beginning of Lost Creek Road (as described above) and continuing up Lost Creek Road to the lower southern boundary of Mike Smith's property. In order to maintain continuity of zones, the industrial zone occupied by Holnam would probably be extended and included in the new Industrial zone. This area would include both sides of the roadway.

ZONING CHANGE

The Lost Creek General Plan group recommended that the zoning up Lost Creek be changed. The change recommended was to change the zoning from the northern limits of the RR-1 zone to the Lost Creek Dam to an A-10 zone. This change effected property in the A-20 and MU-160 zones. This change would result in an impact to the community in the form of increased density.

Concern was expressed by some members of the Morgan County Planning Commission about the increase in density and the impact on county services and the fact that the road is a singular access canyon. After considerable discussion and input from

the local General Plan group, it was decided that the recommended zoning be A-10 from the northern end of the RR-1 zone to the creek crossing at Hell's Canyon. From this point continuing in a northerly direction up the canyon, the zoning should remain unchanged.

A motion to this effect was made and passed by the Planning Commission.

SUMMARY

The General plan is a guideline for future growth and development. Since planning and zoning needs and requirements are continually changing, the Lost Creek/Croydon planning group may be required to meet occasionally to discuss and assist the Planning Commission on issues concerning this area. It is important to note that these are recommendations only. Current zoning remains intact and zoning changes will only be made on an as needed basis. If a landowner or business requests a zoning change, the planning group may be required to meet and discuss the zoning change and the impact the change will have on the community. In any case, a zoning change will require a public hearing, and public input will be considered by the Planning Commission prior to any zoning change.

Enterprise Land Use Plan 2007

Adopted January 16, 2007

Introduction.

On October 6, 1994, the Morgan County Planning Commission appointed the original Enterprise Area Plan Committee. That committee consisting of Planning Commissioners and residents of Enterprise developed the first version of the Enterprise Area Plan. In January of 2006, the Planning Commission convened a new Area Plan Committee and tasked the committee with the duty of updating said area plan in conformance to the County General Plan adopted in 1999. The Committee recommended this updated plan in the Fall of 2006 and the Planning Commission reviewed the plan and forwarded the plan together with the updated future land use map to the County Council in December 2006.

The Area Plan Committee was tasked with evaluating future growth areas, the boundary of the Village Center, future land use, including residential, commercial, and industrial, and other planning issues related to recreation, open space, water, sewer, transportation, and community character.

Boundary of the Study Area.

The Enterprise Area is defined as being bounded at the Peterson Exit of I-84 on the North and approximately 1/8 section line of section 16, Township 4 North, Range 2 East, SLBM on the South. The Westerly boundary is the Weber River and on the East to an existing dirt road west of Haystack Mtn. at an elevation of approximately 6,000 feet. (See future land use map for area plan boundary).

Village Center Boundary.

The area plan committee determined that the village center boundary shall include the original Townsite blocks numbered 2-8 & 20-27 with a future land use of R1-20, additional areas up Spring Hollow, and south to the Interstate be designated RR-1. Land use densities within the Village Center shall be in accordance with existing zone designations for approved subdivisions or as otherwise identified on the future land use map.

Soils.

Although the known slide areas are basically above areas indicated for potential residential development, it is important that care be taken when placing any development on alluvial fans at the mouth of draws or canyons. Morgan County has a history of disastrous cloudburst flood hazard activity. Substantial effort should be made to preserve drainage ways and to provide adequate capacity for bridges and culverts in these drainage ways. Care should be taken not to overgraze the upper slopes above Enterprise. Ranchers should be encouraged to preserve and cultivate vegetation in the foothill areas above Enterprise to ensure the stability of the soil as well as protect the groundwater within the Enterprise Area.

Earthquake Potential

According to the publication “Geologic Hazards in Morgan county with Applications to Planning” by B.N. Kaliser of the Utah Geological and Mineralogical Survey, there are several long north-south trending faults in the foothill areas above Enterprise. The publication notes that “None of the faults in the county have been definitely determined to be active by geologists or seismologists. Nevertheless, several faults have displaced geologic materials of Pliocene or Pleistocene age.” Although most of the threat to Morgan County from earthquakes would come from along the Wasatch Front, these earthquakes could trigger hillside slope failures particularly where the slopes are only marginally stable. This is especially a problem in areas of already existing scarps and steep areas of loose material.

Water

Surface flow in Enterprise is limited to the Weber River on the west, the Enterprise ditch and the intermittent flows from out of the canyons and draws. Springs in Spring Hollow and Roswell Canyon have been tapped by individuals to provide irrigation and culinary use. Drainage basins above Enterprise such as Roswell Canyon including Devil’s Hollow provide large areas over which cloudbursts can generate large amounts of water. This water is channeled and collected in the canyons and draws and rushes onto the alluvial fan areas of the benches. In some cases landslides and mudflows create temporary ponding and damming of the canyons. When the water finally breaches this flow or when the flow is moved as a result of the weight of water behind the dam, a dangerous flow of water and debris is unleashed on the flood plain below.

Care must be taken that any development of the alluvial fans and bench areas take into account the possibility of a one-hundred year flood. Culverts and drainage ways must be sized for this eventuality. Retention ponds and debris basins can be utilized to control flooding and retain water until overtaxed waterways and storm sewers are able to channel the flood waters to the Weber River. These retention ponds can be designed for multiple use as parks, recreation and open space areas.

All future developments should be required to plan and construct drainage facilities to take care of not only drainage from the development but drainage from higher areas through the development. Existing ditches must be preserved and maintained in order to provide channels for flood events.

Culinary Water

Currently the Enterprise Water system is in need of improvement to the water source capacity. Two water systems exist in Enterprise, the West Enterprise & Central Enterprise. The West Enterprise system has storage capacity of 22,000 gallons and services 13 connections, with no additional connections available. The Central Enterprise System is an 8 inch well that is 150 feet deep. The well has recently been upgraded with a new pump to create additional flow. The system currently serves approximately 100 connections with a 250,000 gallon storage tank. Only a few additional connections to the system are available due to the high use demand on the

system that may be attributed to large parcels irrigated with culinary water and low source production. Additional water sources and storage capacity will have to be developed to support any new development in the area. Expenses for such upgrades and water development shall be the responsibility of the developer and shall not fall on the existing residents of Enterprise. Extreme care should be taken in the development of additional wells and water sources so as not to damage existing individual well sources. Additionally there are 16 private wells in Enterprise that serve individual homes.

Source protection plans should be established for the Enterprise Water System if not already in place.

Fire Protection continues to be at issue in Enterprise. Some areas do not have adequate fire flow, storage, and hydrants. The County should establish policies and capital improvement funds to assist in the upgrade of water systems and fire protection. The West Central water system does not currently have fire hydrants on their system.

Secondary Water

New development upon irrigated farm land should be required to convert said irrigation to secondary water system in order to limit the additional source development of culinary water for outdoor water use.

Roads and Transportation

Interstate I-84 is a major arterial road through Morgan County. While it passes through Enterprise, it only provides access at the Peterson Interchange.

Old Highway Road is the main road through Enterprise and serves as a major collector. This road should be maintained for medium speed traffic for the efficient movement of traffic to the interstate or to Morgan City. New homes built along Old Highway Road should be required to have circular drives (or other comparable design) that provides for vehicular access in such a way that cars enter the highway in a forward direction, rather than backing onto the highway.

Whenever possible, new lots should not be designed with direct access to Old Highway Road, but should obtain access from new interior local streets within the prospective subdivision. New roads that intersect Old Highway should be designed in accord with accepted traffic standards for safety.

Not only is Old Highway Road an important transportation link for Morgan County, it is important to recognize that it traverses the Village Center and other developed residential areas. Additionally the Enterprise Park is being developed adjacent to Old Highway and care should be taken to develop pedestrian crossings and trails that protect the safety of the residents and young children in the area. The Enterprise Area Plan Committee requests that the County Council reduce the speed limit along Old Highway through the Village Center and Residential areas to further protect the citizens of Enterprise. Additionally the County should work to establish Capital Improvements to widen, stripe

and provide bicycle lanes along Old Highway. Pedestrian crosswalks should be established near the Park and the Church with appropriate warning signs.

Extreme care should be exercised by the Planning Commission and County Council when approving expansions of existing land uses that increase the volume of heavy truck traffic on Old Highway Road. Size and weight limitations, hauling routes and operation hours should be carefully set and monitored for compliance.

Minor Streets/Local Streets

Spring Hollow Road has been paved and maintained by the County the past years. Currently visual obstructions of vegetation exist that may impede safety on the road. The existing road should be evaluated by the County Engineer for safety and conformity to adopted safety standards before additional homes are built up Spring Hollow. Further, the Public Works department with the assistance the County Engineer should determine what if any signage or speed limitations could be added to increase the safety of Spring Hollow Road.

Other local roads include Blue Sage Road and Summer Ridge Roads, which are private roads owned and maintained by the Home Owners Associations within their respective Subdivisions. The HOA's should be encouraged by the County to properly maintain the roads with a regular maintenance schedule so that the roads do not fall into a state of disrepair that cannot be fixed without major expense. Given the current state of said private roads, the Area Plan Committee is not in favor of any additional private roads being constructed within Enterprise.

The area plan committee recommends that the County accept dedication of existing private streets in Enterprise if they are improved to current constructions standards.

Sewer Disposal

Currently, there is no sewer system located or proposed within Enterprise. Consideration of a sewer system or new technology in sewer treatment will eventually be necessary in Enterprise to protect the aquifers and culinary water sources. The ability of the alluvial materials deposited in Enterprise to adequately filter septic tank outfall may not be adequate to handle future development and growth projections. Major developments should be required to investigate sewer treatment options, using the latest technologies to determine the appropriate sewer treatment system used. Further the use of new and existing septic systems should be monitored and regulated to ensure continued functionality and compliance with applicable regulations.

The area plan committee recommends that new developments in Enterprise be required to install a sanitary sewer system or use new technology, such as pack bed septic systems, to handle sewage disposal. Expenses for such upgrades and water development shall be the responsibility of the developer and shall not fall on the existing residents of Enterprise.

Lot sizes for various zones in Enterprise should be in accordance with the Future Land Use map, but in any case shall never be smaller than the required area necessary for the inclusion of a septic tank on an individual lot. Additionally, the Committee recommends to the County Council that additional new technologies in septic tank disposal be investigated and if suitable for the area become a required standard of development.

Parks and Recreation

Enterprise is currently constructing a major neighborhood park. The Park is 5 acres in size and will contain a trail, playground equipment, bowery, restrooms and a large grass play field. The improvements in the park have been paid for by the residents of Enterprise, through fundraisers, donations, and the sale of a building lot transferred to the residents from Morgan County. Currently a well is being developed for irrigation purposes and the County has provided funds for that purpose. The County recently adopted impact fees and a capital facilities plan that will provide additional funding for improvements to the park. The Committee respectfully requests that the County Council establish a County wide Parks Department for the development and maintenance of County Parks. A lot of money and work has been expended by the area residents to develop the park and additional support from the County is necessary to maintain this essential community feature. It is well documented that the provision of open spaces and recreational areas are necessary for a healthy community and citizens. The County must take a proactive stand to provide parks in every community for the physical and psychological well being of all of the citizens.

Additionally new developments should be required to provide small pocket or neighborhood parks for subdivisions greater than 15 lots. Said park areas can be privately owned or dedicated to the county, but should be fully developed and landscaped so that existing tax payers do not bear the cost of improvements.

Housing.

Enterprise is mainly comprised of single family zones. The County RR-1 zone allows for duplexes as a conditional use. The existing population of Enterprise based upon the 2000 census and the estimated populations within homes built since 2000 is 445.

The condition of most of the homes is very good. Less than 10% appear to be pre 1950's construction. Given the limitations on water and sewerage disposal it seems unlikely that development in Enterprise can or will be anything other than single family detached structures.

The Enterprise Area Plan Committee recognizes the necessity for Morgan County and Enterprise to provide a moderate income plan. The committee believes that each community within Morgan County has a unique opportunity to provide policies that enable those who meet the moderate income standards for the County (80% of median income) the ability to locate here.

Given that Enterprise is a unique community in amenities, specifically, the limited availability for water and the lack of a sewer system. The committee believes that high

density multi-family affordable housing is not feasible in Enterprise. However, the committee believes that moderate income housing units can be provided as so called “granny apartments”, “caretaker homes”, or basement apartments. These accessory dwelling units could be used by numerous family types, such as, but not limited to: Single parents; Newlyweds; Young families; College students; Adult children; Elderly family members; Single adults; etc. Further the committee recognizes that any large development over 15 units could have the ability to dedicate 5-10% of the development to deed restricted moderate income homes, when partnered with a non-profit housing trust.

Therefore the Enterprise Area Plan Committee makes the following policy recommendations:

Policy 1. Morgan County should adopt LUMC regulations for the provision of accessory dwelling units, otherwise known as “granny apartments”, “caretaker homes” or basement apartments as conditional uses in Enterprise.

Policy 2. The County should consider accessory home regulations which require the following:

- a. One of the dwelling units shall be owner occupied
- b. The accessory unit should be limited in size to either 1,000 sq. ft. or 50% of the main dwelling gross floor area, whichever is less for an apartment in a detached structure. Basement apartments shall not exceed the square footage of the main floor of the dwelling.
- c. The location of the accessory unit should be limited to: basements in the main dwelling; within detached garage; or other detached structure with similar architectural design as the main dwelling which has a setback greater than the main dwelling.
- d. Adequate parking should be required as well as limitation on the total number of cars that may be stored on the property.
- e. The addition of the accessory unit should not change the overall appearance of the structure as a single family dwelling and should give little indication that a secondary unit exists. Nor should the allowance of such change the general character of the neighborhood in which it is permitted.
- f. The county should require provisions to ensure adequate water supply and sewage disposal.
- g. Only one primary dwelling and one accessory dwelling will be allowed per lot.

Policy 3. The County shall adopt general moderate income housing regulations that require large developments (greater than 15 lots) to provide a percentage of the development for deed restricted moderate income housing.

Policy 4. All deed restricted moderate income housing shall be controlled by either the local Housing Authority or another eligible non-profit housing trust.

Commercial Developments

There are currently no commercial developments within Enterprise with the exception of limited home occupations and home based businesses. Minor commercial development may be considered within the Village Center in the form of small convenience stores, or small retail concessions. The County should adopt architectural standards for commercial businesses that may be allowed in Enterprise. Standards should reflect the rural character and pioneer heritage of the area.

Industrial Uses

There are few industrial developments in Enterprise. They are as follows:

Gravel Pits include the Two Wilkinson Construction, the Wardell pit, and the new Bohman pit located on the north end of the Enterprise near the Peterson Interchange. There is one asphalt plant on the northern edge of Enterprise.

It is not recommended that additional industrial uses be established in Enterprise, given the topographical constraints of Enterprise and the proximity to residential development. Once existing industrial sites have been abandoned, the land should revert to an agricultural use or low density residential use.

Future Land Use Map

The Area Plan is recommending for adoption the attached Future Land Use map that identifies the future land use zoning and density classifications. Deviations from the plan should not be permitted without the appropriate Area Plan and General Plan amendment with recommendation from the Area Plan Committee. Careful consideration of property owner rights was given in development of the plan along with consideration of General Plan guidelines for Villages.

Enterprise Area Plan

Adopted Jan. 16, 2007
by the Morgan County Council

Legend

- Village Center Point
- ⋯ Enterprise Proposed Roads
- Enterprise Area Boundary
- ▭ Enterprise Village Center

Morgan Roads

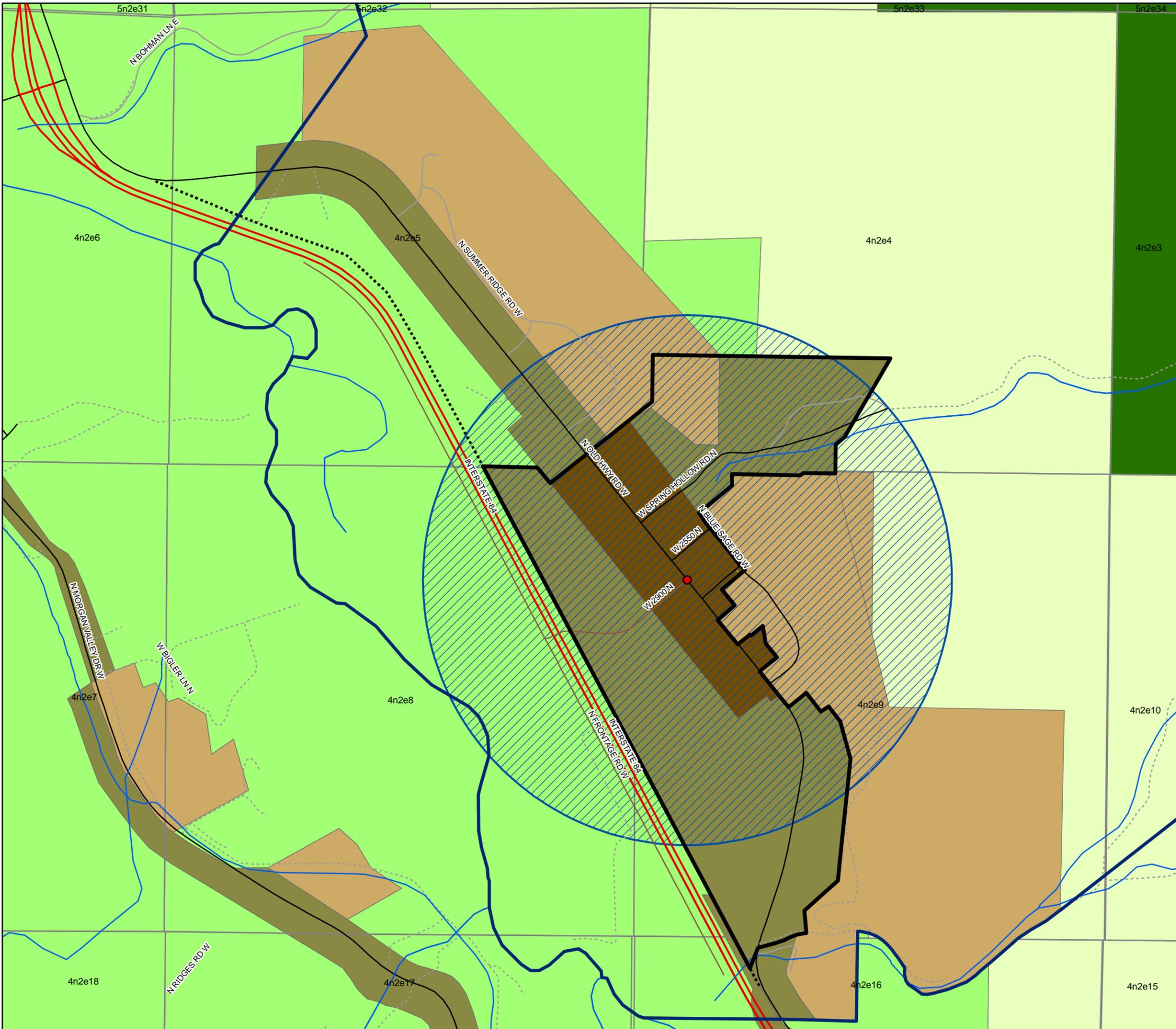
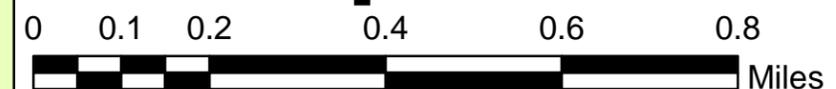
JURISDICTION

- Private
- City, Paved
- County, Paved
- County, Gravel
- County, Other
- State, Paved
- ⋯ No Data
- ▨ 3000 ft Radius Circle

Zoning

ZONE

- A-20
- F-1
- MU-160
- R1-20
- RR-1
- RR-5



Milton Area Plan

2010

Adopted February 16, 2010, Ordinance CO-10-04

*Small area planning and future land use criteria
prepared as a supplement to the Morgan County
General Plan.*



Photo courtesy of Google Earth

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Plan Introduction

The Morgan County Planning Commission desires to promote the health, safety, prosperity and general welfare of the residents of the Milton area and to maintain Milton as a community where values, character, and integrity come first. The Milton area offers scenic views, the quiet enjoyment of property, and a rural lifestyle. Therefore, this plan is intended to be used as a supplement to the Morgan County General Plan to specifically guide future land use decisions in the Milton area.

In 1999, Morgan County adopted the Morgan County General Plan Information/Data Document. This document refers to the creation of local area plans throughout the county. The local area plans were devised to focus the large scale of the General Plan to account for the future land uses and needs of residents and landowners in specific areas of the county. The Morgan County General Plan recommends the regular review of each area plan. As such, the Milton Area Plan Committee was reorganized in 2009 to address changing needs and values for future land uses in the Milton area. This 2010 Milton Area Plan is the guiding document for future land use development in Milton, and supersedes recommendations found in previous planning documents as they pertain to the Milton area.

Physical Boundaries of Milton Area

Hereafter in this document the Milton area will be defined thusly:

Starting at the intersection of Morgan Valley Drive and Young Street, the Milton Area Plan boundary will run east along Young Street to the Morgan City Boundaries. It will then run northwest along the Morgan City Boundaries to the Weber River. It traces the Weber River northwest until Dalton Creek. It then runs west to the end of Dalton Creek, tracing the north fork, and extends from there to the Davis/Morgan County line, at which point it runs south to the southern point of the Deep Creek watershed area. From the Morgan County Line the boundary follows the ridges that comprise the southerly border of the Deep Creek watershed area to the intersection of Young Street and Morgan Valley Drive—the point of origin. The boundary is illustrated graphically on the Milton Area Future Land Use Map (Exhibit A).

Goals and Objectives

When considering land use policy changes that will affect the Milton area, the following goals and objectives should assist the Planning Commission and County Council in understanding the community's needs and desires for future land uses, zoning, and infrastructure..

The goals of the Milton community are organized accordingly:

Land Use

1. Maintain a rural atmosphere and rural way of life.
2. Safeguard the local farmers' right to farm.
3. Address the future use of the Deep Creek Ranches.

Water Quality

4. Maintain adequate water quality and supply.

Transportation

5. Address traffic, transportation, and roadway concerns in and through the Milton area.

Infrastructure and Facilities

6. Maintain and improve the facilities in the Milton park.
7. Encourage area outside the Village Center to grow with the current infrastructure.

Land Use

Goal #1: Maintain a rural atmosphere and rural way of life.

Objectives:

1. Encourage a small area village center via medium and medium-low density zoning as indicated on the Milton Area Future Land Use Map (Exhibit A), in which the majority of the future growth of Milton can be located.
2. Encourage a minor increase in density in the Deep Creek area by allowing properties with Deep Creek Road frontage a slightly higher density zoning (10 acre minimum lot size), as indicated on the Milton Area Future Land Use Map (Exhibit A).
3. Discourage increased densities outside of the village center and the Deep Creek area by maintaining current zoning in all other areas of Milton.



The Milton community values the open atmosphere that the current land uses provide. The community recognizes that some growth is inevitable and desires to see such growth organized by providing a village center in which greater density may be allowed. Future zoning decisions should provide for this density as indicated on the Milton Area Plan Map (Exhibit A).

The future land uses of the Deep Creek area should support large lot sizes. To encourage development solely along Deep Creek Road, only parcels with frontage along the improved Deep Creek Road should be considered for zoning changes, and the future zoning should not be less than 10 acre lots.

The future increased densities as designated by the Milton Area Plan Map are recommended as a means of providing an area in Milton where growth can be planned and organized. As such, the provision of encouraging growth therein is also intended to discourage growth in all other areas of Milton. The current zoning is recommended to guide future land uses in these other areas.

Goal #2: Safeguard the local farmers' right to farm.

Objective:

1. Encourage farming by maintaining the current A-20 and MU-160 zoning as the future land use of those areas currently zoned as such, unless depicted otherwise on the Milton Area Plan Map.



The quality of life and rural atmosphere that the Milton area provides is enjoyed because of the agriculture and open space it provides. Agriculture is of economic importance to the area. Maintaining farming and agriculture is critical for the quality of life the Milton area provides and for its overall contribution to Morgan County. There are a few residents of Milton whose sole income comes from farming and its way of life. There are some residents that supplement their income with farming, and others who hobby farm. Whichever it may be, the right to farm in the Milton area should be preserved, and future policies related to Milton should reflect such rights and practices.

Goal #3: Address the future use of the Deep Creek Ranches.

Objective:

1. Encourage lawful land uses in the Deep Creek area.
2. Discourage growth beyond the current improved paved surface of Deep Creek Road.
3. Encourage responsible recreational use of the Deep Creek Ranches.
4. Prohibit trailers from being left on any property in the Deep Creek Ranches from November 1st through April 30th.

There are currently land uses in the Deep Creek area that are in violation with land use ordinances. Future land uses of the Deep Creek Ranches, area



west of the improved paved surface of Deep Creek Road, should coincide with current zoning regulations. Permanent dwelling units and/or buildings of any kind should continue to require appropriate frontage and acreage as required by the Morgan County Land Use Management Code. Damming and holding of water is in violation of state law, and should be discouraged.

Increased development of the Deep Creek Ranches is strongly discouraged. The low density growth that development of the ten acre lots in the area could cause does not coincide with objective one of goal one of this document, wherein future growth in Milton should primarily be focused in the village center. Also, development of these ranches is discouraged considering the current condition and incapability of Deep Creek Road to carry additional traffic to the area. Accordingly, the Deep Creek Ranches area should remain an undeveloped area that supports only temporary recreational uses.

Appropriate temporary recreational uses of the Deep Creek Ranches are encouraged. There are currently trailers and make-shift buildings that are being left in the area for long periods of time, and used as permanent structures. Future policy decisions should encourage temporary recreational uses, and require that all trailers and temporary structures be removed annually between November 1st and April 30th.

Water Quality

Goal #4: Maintain adequate water quality and supply.

Objectives:

1. Encourage land use regulations that help preserve culinary and secondary water supply.
2. Address sewage and water concerns for future growth.
3. Encourage clean water supply by proper and lawful disposal of sewage.



4. For all new development (as defined by the Morgan County Land Use Management Code), implement erosion control standards.

Protecting the water quality of the Milton area is of utmost importance to the residents. The quality of culinary and secondary water supplies depends on the use and treatment of land upstream. Future land use regulations that mitigate the harmful impacts to groundwater, surface waters, culinary water, and secondary water are encouraged.

Most residents of the Milton area are served by private wells and septic systems. Wells and septic systems are regulated by the Weber-Morgan Health Department. Septic systems have proliferated in the area, and the well and stream water quality depends on the proper placement and functionality of these sewage systems. Without a public sewer and water system, greater densities than those listed on the Milton Area Future Land Use Map (Exhibit A) are not recommended. This is to provide adequate land per dwelling unit for well head protection and septic systems as regulated by the Weber-Morgan Health Department.

Residents of Milton are concerned about the unregulated sewage disposal of permanent structures, trailers, and outhouses in the foothill areas. Water quality of the local streams and rivers depend heavily on proper disposal of this sewage. Future land use regulation should reflect this concern.

Erosion control plans and drainage plans can help mitigate the harmful impact of contaminated water runoff from new development into the local water ways. These plans should be required for all development as defined by the Land Use Management Code.

Transportation

Goal #5: Address traffic, transportation, and roadway concerns in and through the Milton area.

Objectives:

1. As density increases, encourage improvements to the Milton area road facilities.
2. Encourage safe road systems by planning for existing and future multimodal road usage.



The main roads serving the Milton area are Morgan Valley Drive, Stoddard Lane, and Deep Creek Road. As density in the Milton village center increases, road improvement programs should be planned in the county's capital improvement program to provide for a safe transportation system in and through the Milton area. Priority for road repairs should be given to the roads or sections of roads that will be most impacted by increased density. The residents of Milton are specifically concerned about the longevity of the Stoddard Bridge over the Weber River, and the Morgan Valley Drive Bridges over Dalton Creek and Deep Creek. Stoddard Lane should be widened and re-surfaced, and adequate culverts should be installed to provide for better flood control. As the area develops, other improvements that are needed along these roads include posting of safety signs and installment of reflector posts.

The current design of Morgan Valley Drive, Stoddard Lane, and Deep Creek Road currently pose safety hazards to non-automotive traffic. Beyond vehicular traffic, these roads are used by farmers with large farm equipment, ranchers with livestock, cyclists, pedestrians, and equestrians. There are also multiple school bus stops along these roads where children play as they wait to be picked up. As growth occurs, so will the use of the roads by multiple modes of traffic. Providing adequate safety measures on and along these roads should be addressed in the County's capital improvement program, as well as considered in future policy decisions.

Infrastructure and Facilities

Goal #6: Maintain and improve the facilities in Milton Park.

Objective:

1. Encourage County maintenance and improvement of Milton Park facilities.



The Milton Park provides a location where the community can come together for enjoyment of a park atmosphere. It has been

owned by the county for over 18 years. Many of the improvements and amenities have been provided and paid for by the residents and there is a desire to see the park thrive. Two grants have been secured over the years for improvements. One paid for the tennis court area years ago and the second provided the bowery.

Amenities include a children's playground area, bowery, restrooms, fire pit, riding arena, large grass area, and a tennis/basketball area. As growth increases, the county should assess the future needs and maintenance of the park, and plan for improvements accordingly. The next addition to the park should be a walkway from the parking area to the bowery and restrooms; and repair of the tennis court area so it can be properly utilized.

Currently, the park has the ability to provide for the needs of the community with some repairs as stated above. The size of the park will limit the types of uses available in the future. As the population of Milton grows, effort should be made to maintain the high quality of services the park provides. Increased population may necessitate expansion of the park onto adjacent property. The burden of expansion should fall on future developments through an adopted impact fee system.

Goal #7: Encourage area outside the Village Center to grow with the current infrastructure.

Objectives:

1. Discourage the construction of new public and private roads, water and sewer systems, which will encourage growth beyond what is planned in the future land use map.
2. Provide adequate operations and maintenance budgeting for current public infrastructure.

Because the creation of new roads, water systems, and sewer systems can lead to unplanned growth, these projects are discouraged in areas outside the Milton village center. Adequate budgeting for the operations, maintenance, and improvements of the current infrastructure is essential to providing the citizens with basic infrastructure needs, and supports goal five of this document.

Future Land Use Map Category Descriptions

The Future Land Use Map presents category descriptions in the legend which necessitate further clarification, and are described below. The boundaries on the map are approximate.

Medium Density Village. This area is intended to develop as the Milton Village Center at no less than approximately one dwelling unit per acre of land, pursuant to county ordinances and health department regulations.

Medium-Low Density Village. This area is intended to develop as the Milton Village Center at no less than approximately one dwelling unit per five acres of land, pursuant to County ordinances.

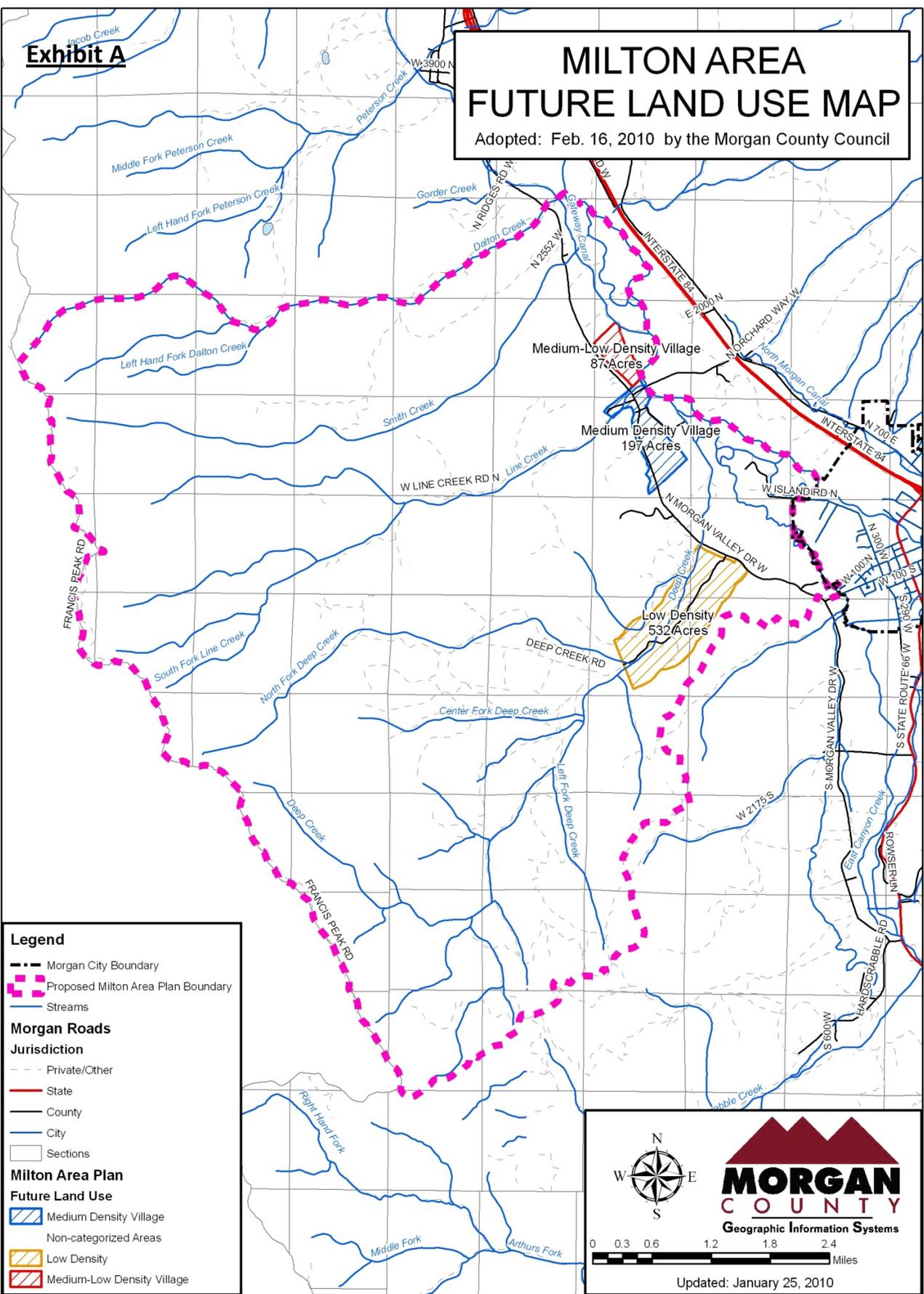
Low Density. This area is intended to develop at no less than approximately one unit per ten acres of land. Rezoning decisions should be based on whether the current infrastructure can handle the increased density, including the increased traffic load along Deep Creek Road. The low density land use designation begins west of the current RR-1 zoning along Morgan Valley Drive and extends in both directions approximately 1,400 feet from the centerline of, and to the end of the paved surface of Deep Creek Road in order to promote ten (or more) acre lot developments solely along Deep Creek Road. Zone changes that will stimulate developments that do not front Deep Creek Road are discouraged.

Non-categorized Areas. Areas without specific land use designations are master planned to remain in their existing zoning classifications with no zone changes. These areas are deemed least appropriate for growth and development and should only develop pursuant to their existing zoning densities.

Exhibit A

MILTON AREA FUTURE LAND USE MAP

Adopted: Feb. 16, 2010 by the Morgan County Council



Legend

- Morgan City Boundary
- Proposed Milton Area Plan Boundary
- Streams

Morgan Roads

Jurisdiction

- Private/Other
- State
- County
- City
- Sections

Milton Area Plan

Future Land Use

- Medium Density Village
- Non-categorized Areas
- Low Density
- Medium-Low Density Village




MORGAN COUNTY
 Geographic Information Systems
 0 0.3 0.6 1.2 1.8 2.4
 Miles
 Updated: January 25, 2010

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MOUNTAIN GREEN AREA PLAN

CHAPTER 1

INTRODUCTION

In 1994, the Morgan County Commission adopted the original Mountain Green Area Plan. This document, drafted after months of research and discussion by members of the Mountain Green Area Plan Committee, identified the major goals and areas of concern in the future development of the area.

As development in the Mountain Green area increased over the course of the next six years, it gradually became apparent that the original Mountain Green Area Plan was inadequate to fully guide the Planning Commission and the Morgan County Council in many of the difficult decisions they faced regarding development in the area. The major goals and desires of local residents had not changed substantially; rather the speed and direction of development in Mountain Green had altered. The announcement of the impending arrival of the Winter Olympics in 2002, and the resulting expansion of the Snow Basin Resort, along with increasing development and population growth all across the Wasatch Front have spurred extensive development plans in Mountain Green. Large landowners are now regularly being approached with offers to sell their property for large-scale residential, resort, and commercial developments. Adoption of the new Morgan County General Plan and Land Use Management Code (LUMC) have established regulations to generally control and guide development in Morgan County, but have also under-scored the need for specific guidelines in each area of the County. Since Mountain Green is the portion of Morgan County with the greatest potential for rapid and extensive development in the near future, a more detailed and specific area Area Plan became a critical need, and the Mountain Green Area Plan Committee was re-convened. This committee included some newer members, bringing the total to 19, but still retained a representative mix of local homeowners, businessmen, and large landowners.

In the course of the committee's work, many site visits to areas of potential development were made, and the myriad issues of community planning were debated. One of the major considerations in these discussions was the balance between the rights of property owners to sell or develop their land free from burdensome restrictions, and the rights of local residents to limit the adverse effects of further development on the community. These possible adverse effects include the loss of viewsheds, rural community character and lifestyle, quietness and open space, and the increase of congestion, crime, school overcrowding and property tax. Although each individual on the committee had their own opinion on these issues, out of this discussion a general consensus gradually emerged.

As the goals and expectations of the community were discussed, it became clear that although nearly everyone on the committee was very concerned about maintaining the rural character of the area, it was a very difficult concept to define. To some members, "rural" meant the viewsheds and vistas of the area, while others were more concerned about wildlife habitat or quiet neighborhoods. Some felt that preserving the farming and ranching way of life in the County would help maintain a rural atmosphere, while others felt that the rustic appearance of buildings in the area more accurately reflected a rural lifestyle. In the end, although exact definitions were hard to pin down, the majority of committee members felt that all of these concerns seem to contribute to our sense of living in a rural environment, and all need protection

in some form in order to maintain this lifestyle.

The Mountain Green area is also unique because of the character and community service orientation of the people who live here. The Kent Smith Park has been built and maintained with mostly volunteer labor and money. The local Fire Department is made up of volunteers, and the local cemetery is cared for by concerned citizens. Many property owners generously allow the use of their property by local residents, and generally there is a mutual respect for property and a desire by local families to serve each other and the community. Mountain Green is viewed by many residents as a safe haven, an area that holds great value as a place to raise children because of its rural atmosphere and emphasis on family values. Many residents are concerned that unregulated commercial exploitation and rural sprawl will bring with it the urban problems of crime, drugs, and violence that they have moved here to avoid. Therefore, even though viewsheds, farmlands and other drive-by esthetics are highly valued in the community, to many residents the concept of rural includes the connotation of a safe, crime-free realm where families may continue to raise their children without numerous negative influences.

The quality and character of all development undertaken in the Mountain Green area must be compatible and in harmony with the mountain environment and rural nature of the area. Suburban development patterns, quality and characteristics are not appropriate. Much of the land in Mountain Green is environmentally sensitive and irreplaceable. While there are many areas suitable for residential and commercial development, other areas are far too important visually and ecologically to be wasted on repetitive subdivisions that meander mindlessly over hillsides and viewsheds without regard to topography. The preservation of these viewsheds and open spaces must guide the appropriate location for development in Mountain Green. While individual property rights are important to this community, they must be balanced with community objectives and the desired rural character of the area. Individual desires and maximum profit margins should not be the major factors which drive the use of all land in the community.

Based on this perspective, development should not be permitted to reduce the Mountain Green area to just another bedroom community, bereft of its individuality and scenic beauty. Our hillsides, ridge tops, vistas and night sky are important to the current generation, and should be preserved for future generations. Development on ridge tops in a manner that causes the silhouette of the structure to project into the observed skyline is not appropriate. Development should occur at the base of hillsides or in valley bottoms. While development can occur on a hillside, it should be located and designed in such a way as to minimize any visual disturbance to the landscape. Development must also be carefully sited to ensure the preservation of key viewsheds, images, and open spaces that make the Mountain Green area a place of beauty. These remaining open spaces should not be simply isolated waste areas of "least desirable ground" left over from developments after mandatory open space requirements. Rather, they should be functional and purposeful areas that enhance the community and provide recreational and scenic opportunities for the area residents. This is best accomplished when open space is planned in advance, and the open space requirements for multiple developments are adjacent to each other. Smaller developments should therefore be expected, whenever possible, to work together to correlate development plans and provide the best use of land over a large area, including combined open space.

The current development models for commercial and residential development are destroying precious open space at an alarming rate. Suburban development sponsors exclusive

and detached enclaves and roads which weave through the landscape regardless of topography, views, and neighboring developments. They replace precious green space with tons of asphalt. Rather than allowing developer-initiated, piecemeal development, Morgan County must take charge of the planning process, based on the guidance provided by Area Plans such as this one.

Development in the Mountain Green area should be organized in accordance to the Morgan County General Plan system of Town and Resort. In these centers, there should be all the development characteristics and amenities present that contribute to a suitable quality of life. A variety of living arrangements should be available. There should be appropriate types of affordable and employee housing to provide opportunities for citizens to live and work in the same general vicinity, in and near their neighborhood. While the densities in these areas will be higher than outside the Town Centers, these centers should still maintain a sense of identity and rural character. Appropriate patterns for commercial and mixed commercial/urban development projects will be outlined in this plan to keep our Town and Resort Centers as places of beauty, character, and interest. Tourism will become increasingly important to the Mountain Green area as local resorts expand. Tourists and residents of other communities across the Wasatch Front should be able to come here not only to take advantage of the recreational and environmental opportunities of the area, but also to experience a way of life that is not available in their hometowns because their community lacked an appropriate vision and plan years ago when they headed down the road of suburbanization.

Commercial development in Mountain Green should not consist of strip malls and fast-food outlets lining the major roadways to catch business from passing motorists. Rather, the Town Center should be an attractive, cohesive town center with well-defined entrances from the major roadways that invite tourists to linger and shop in a comfortable, rural environment. Stores, shops and other buildings in the commercial area should enhance the rural atmosphere with a harmonizing blend of styles using appropriate mountain materials such as wood and stone. The designs of buildings should be tailored to the natural terrain, and should reflect the rural and environmentally sensitive nature of the area. Rather than reliance on a few design prototypes, which only increases uniformity, architectural designs should show variety and interest while still providing a sense of harmony and belonging to the community. Signage and lighting should be subdued and appropriate for the community character, rather than the typical stripmall approach of attracting attention with competing colors and patterns. In addition, appropriate transit systems should be integrated into the community fabric. In many cases, the appropriate pattern of development will not promote the need for an automobile.

Developing the type of community we want for the future will require a change in our attitudes and mindset regarding development and zoning. A comprehensive approach utilizing both the rights given to local governments to provide for and protect the public's health, safety and welfare, and incentives in the way of bonus densities must be formulated to ensure that development occurs in the most environmentally responsible and attractive way possible. The county's right and responsibility to protect the public should be used to prohibit development on the area's most sensitive lands, which are not considered to be developable, including slopes over 25 percent, jurisdictional wetlands, and 100 year flood plains. We will use incentives to secure the preservation of prominent viewsheds, all other wetlands and stream corridors, critical wildlife habitat, and significant open space. Zoning densities should be used as a flexible tool to promote appropriate development rather than a numerical formula to allow maximum profit per acre. Similarly, our regulations and policies must be flexible enough to accommodate and

promote variety and quality, but at the same time ensure that all development furthers the community's goals.

Ultimately, there needs to exist a balance between the rights of the landowners, developers and community members. Property owners should have the right to sell, develop and utilize their property with a minimum of restrictions. Much of the property in Mountain Green has been held by families for several generations, and to suddenly deny them the value or development rights of their property without compensation would be unfair. Likewise, local farmers and ranchers need the freedom to continue to use their land to support their families as they have done in the past. Much of the rural nature of our community environment is dependent on the long term viability of the farms and ranches that have long characterized unincorporated Morgan County. Landowners must be allowed to continue their agricultural pursuits without fear of being legislated out of existence by local residents in new developments who object to the sights, smells or sounds of a working ranch or farm. Development concepts such as Transfer of Development Rights (TDR) or Conservation Easements may also make it financially viable for local landowners to continue to use the land in traditional ways in the face of decreasing reimbursement for ranch and farm products and spiraling potential profits from the sale of their land for development.

In our vision, everyone is important. Developers should not be viewed as the "bad guys." Indeed, as the builders of our community, they are an essential part of us. Nor should developers, property owners, and residents be pitted one against the other. Each of these groups have helped to identify the important community characteristics that must be preserved for the future, as well as those that can be modified by development. It is the intent of this Area Plan that all groups be encouraged to work together to allow development to proceed in a controlled manner that provides for reasonable profits for landowners and developers while maintaining the rural flavor of the community.

The very essence of planning and zoning, however, is the restriction of some property development rights in order to protect the property rights of other members of the community. Restrictions such as these protect not only current homeowners, but also those property owners who wish to continue farming and leave development to some future date. Loss of open-space, view-sheds and rural character of the community significantly adversely impact the property values of future developments in the area and thus erode the property rights and values of the very landowners who help keep our community rural. It is therefore in the long-term best interest of all involved to have realistic and specific plans to preserve the rural character, open spaces, and extended value of the community.

Through the use of such development concepts as clustered developments, Transfer of Development Rights (TDR), Conservation Easements (CE), and the Master Planned Development Reserve (MPDR), it is possible for property owners and developers to derive most of the financial benefits they desire from their property without sacrificing the viewsheds and open space the community needs. Maintaining viewsheds and rural character through these development concepts and specific planning efforts clearly improves the community and keeps property values high for everyone, including the developer. In addition, the significantly shorter roads used in the clustered housing concept reduces costs and increases profits for developers, while also reducing the costs of providing critical community services to the area such as road maintenance, fire and police protection, etc.

The objectives and policies of Morgan County and the Mountain Green Area Plan must

be equitable and fair to all property owners within the area to the extent possible, while achieving important community objectives. Our vision for the future of Mountain Green is not intended as a constraint on actions except those that are inconsistent with our desired future. It is not the intent of the Mountain Green Area Plan to treat any individual or property owner different from another because of location within the Area Plan. All must be treated fairly. However, this does not mean that each property owner is entitled to identical densities, land use, and other development characteristics. These should be determined on the quality of the project, its ability to further the community's goals and objectives, and the specific and unique conditions of the project site.

Some development is more favorable than others. The significance of design and compliance with community desires differs from one project to another. We envision a procedure that will allow the community to reward such efforts. The provision of needed community amenities, such as community parks, trails, and school sites will have a variety of values to the local citizens, and we will work with developers to obtain these amenities. It will otherwise be difficult, if not impossible, to achieve these features that promote a good quality of life. So many communities that do not use the incentives included in our plan must either purchase these facilities and amenities, or do without. For this reason, projects that are well planned, include these sorts of amenities, preserve open space and viewsheds, and significantly improve the community will be given strong priority.

In addition, development must mitigate and pay for its fair share of the impacts that it creates on the Mountain Green community. There should be equitable methods to ensure that growth pays its fair share and assumes appropriate responsibility in extending existing or providing new infrastructure, services, and development-oriented amenities at appropriate levels and standards. A variety of methods, including mitigation measures, impact fees, and guarantees for the completion of all improvements required for approval will be considered to help ensure that growth occurs in a responsible manner. There must be adequate infrastructure in place before development is permitted. All development should be required to demonstrate compliance with appropriate concurrency requirements which ensure that adequate infrastructure will be provided by the developer and that service providers have the capacity to serve the proposed development.

It is hoped that this area plan, by specifically designating expected development parameters and guidelines for different parts of Mountain Green, will provide the basis for responsible and financially viable development in the area that will still retain the rural community characteristics that residents of Mountain Green wish to preserve.

MOUNTAIN GREEN AREA PLAN

CHAPTER 2

EXISTING INTRASTRUCTURE

2.0 Mountain Green Area Plan Boundary Lines:

The Mountain Green Area Plan comprises the most northwesterly part of Morgan County. The Boundary begins at the intersection of the Weber River with the western Morgan County line, thence north and east along the Morgan County line, through the Snow Basin area to the east side of the Cottonwood Canyon drainage, thence south-southwest along said east side of the Cottonwood Canyon drainage until it intersects with the Weber River in the area of Interstate 84 Peterson/Mountain Green Exit, and thence along the Weber River westerly to the point of beginning. The area of the at-large Area Plan contains square miles, with the immediate Mountain Green area containing more or less 5,300 acres.

2.1 Natural Features:

2.11 Topography of the study area:

The study area comprises basically the drainage area between the Peterson exit and the western Morgan county line. The relatively flat area adjacent to the river and in the valley bottom comprises the flood plain of the Weber River and its tributaries. Above this plain lie several bench areas formed in various stages of the levels of Lake Bonneville. These bench areas have been highly dissected by the various drainage ways to the valley floor. In most cases this has yielded a series of hill or foothill areas. The areas closest to the western boundary of Morgan County, because of their proximity to the Wasatch Mountain Range and its higher elevations, are dissected by steeper draws and canyons. Along the boundary of Weber and Morgan Counties is the divide of the drainage. This dividing ridge is a series of peaks and saddle areas. Where this area nears the Cottonwood Canyon area, the drop-off to the canyon becomes very steep.

2.12 Soils of the Study Area:

According to the Utah Geological Survey report “Geologic hazards in Morgan County, Utah With Applications to Planning” by B.N. Kaliser, dated February, 1972, “the soils comprising the hillsides which are most likely to be developed in Morgan County fall...on the borderline between easily eroded and erosion resistant soils. With increasing clay binder in the soil, resistance to erosion generally increases.” Numerous landslides in Morgan County indicate the potential instability of a considerably larger portion of the county. Terrain modification, in many cases, will trigger additional failures unless proper caution is exercised. In single residences, once sliding begins, it is normally not economically feasible to try to correct the situation. The report highly recommends that erosion be prevented by increasing the resistance of the slope by using structural devices, soil stabilization of flow channels, mulching, wattling, contour trenching and use of suitable vegetation. As a result of investigations in the report, the report also recommends the following for slopes:

1. Natural slopes greater than 1 ½:1 (33 2/3 degrees) are mostly unstable.
2. The maximum allowable cut-slope angle should be 2:1 (26 ½ degrees.)

3. The maximum allowable cut-slope angle without further geologic and soils analysis should be 2 ½:1 (22 degrees.)
4. The maximum allowable cut-slope on an old landslide should be 3:1 (18 degrees.)

The report also addresses soil expansion, which is an inherent problem in many soils, such as clay, of the Mountain Green area. It states that: "it is important to recognize swelling soils and to design to minimize damage from them." Some design requirements for residential foundations include continuous footings, two no. 4 bars in footings, 6x6-10/10 welded wire mesh in slabs, moisture content above optimum and controlled exterior drainage.

2.13 Water surface flow:

The predominate water feature of the Mountain Green area is the Weber River. The Weber River at this point provides surface drainage for thousands of square miles, extending to Summit County and Wyoming, including four major reservoirs. Four main creeks cut through the Mountain Green area to contribute to the Weber River. They are as follows, from east to west:

1. Cottonwood Creek is the longest tributary and has the largest watershed in the Mountain Green area. Because of the gravely soils of the drainage however, much of the surface flow is intermittent during the year, ending its flow generally in the latter part of June. The large watershed of the Cottonwood Creek drainage basin also provides the greatest potential for flood damage and debris flow. Because of the erodible nature of the material through which the creek flows, transportation and deposition of the stream channel and bank remain a major problem of this drainage. For this reason, debris basins above the Mountain Green Airport are recommended.
2. Dry Creek is the next longest tributary in the study area and has the second largest watershed in the Mountain Green area. Materials in its watershed are mainly clay. Dry Creek can be an intermittent stream depending upon precipitation in the watershed. The stream bed in most places is more entrenched than the Cottonwood Creek. The north fork follows the route of the Old Trappers Loop Road for most of its length. Dry Creek has overrun its banks on occasion depending on obstructions in the lower channel. For example, the Old Highway bridge, which is one of those obstructions, does not have adequate overhead clearance.
3. Gordon Creek runs out of the Highland area of Mountain Green. This stream runs year-around from springs and drainage ways located on the east side of the Wasatch Range. Most of the watershed is composed of steep areas. Some of the spring waters have been diverted for use in the Highland Water System. When Gordon Creek floods, it usually does so just above or at the Old Highway Bridge. The bridge is a divided waterway, and branches and trees usually hang-up on the center support. Some of the flooding has also taken place on or just above the major bends of the stream located several hundred yards upstream of the Old Highway Bridge. Usually willows and other vegetation have choked the stream bed with obstructions that impede the flood waters. The future of Gordon Creek will depend upon the effort of the county and its citizens to control peak flows into the creek as the areas in and above the Highland subdivision develops. Developments will need to be able to delay floodwaters with small dams and diversion structures. Several of the areas adjacent to the stream are areas of soil slippage. In those areas, it will be important to control drainage and encourage plantings to stabilize the bank areas. As it is, the lots where slippage is most apparent are vacant.

4. Strawberry Creek is the westernmost tributary of the Weber River in Mountain Green. Like Gordon Creek, it derives its origins in the springs and steep canyons of the east side of the Wasatch Mountains. Flows are less than Gordon Creek and the stream runs most of the year. Under the current zoning, there is less chance of development taking place. However, similar problems exist with this stream. The stream channel is often choked with willows and other riparian vegetation. When this happens, the stream will often seek alternate routes. Any development should be required to control its run-off. Development along the creek should provide for natural stream bank stabilization and maintenance.

2.14 Underground Aquifers:

Looking at the Weber River and the flood plain, many would assume that underground water would be plentiful in most areas. However, the experience of well drillers has been just the opposite in most areas. Shallow wells usually yield significant amounts of water; however, culinary wells, which are required to be a least 100 feet in depth, have yielded poor production in some areas of Mountain Green. Higher yielding wells have generally been located in the western and eastern ends of Mountain Green. Rosehill's wells are located on the north and south sides of that subdivision. Monte Verde and Mountain Green Subdivision's wells are located down in the flat on the west end of Mountain Green. Wells in-between have not been productive. Most wells in the hill areas have also been unproductive.

Care will need to be exercised to protect those producing wells. Rosehill's wells are in an area of residential septic tanks. The soils in those areas are also quite porous. The southern well is close to an existing dairy, which generates large amounts of nitrates from cow manure. Should this percolate through the soil to contaminate the well, it would be economically unfeasible to treat the contamination. Similar concerns should be addressed with the Monte Verde and Mountain Green water systems. It is very expensive to drill additional wells. Hydro-geological studies could provide detailed information for the best means of protection, location, and development of significant water sources.

2.2 Significant Man Made Features:

2.21 Natural Gas:

A major gas line runs through Mountain Green on the south side of the Weber River. Although this line lies outside the designated boundaries of the Mountain Green Area Plan, its presence is of importance to members of the community, both as a potential safety hazard and as an asset to the community.

A smaller gas line runs alongside Old Highway Road from the mouth of Weber Canyon to Trappers Loop, and from there along Trappers Loop Highway to serve Snow Basin and Ogden Valley.

2.22 Communication:

1. Fiber-optic Cable – This cable runs the length of the Old Highway road. The opportunity that this affords to connect to clean business and industry in the Mountain Green area needs to be explored.
2. Wireless communication - Wireless communication facilities have recently been introduced

into the Mountain Green area, with two facilities on the western end of the area (Skidmore and Robinson properties) and another proposed temporary tower on Trappers Loop to serve communications during the Olympics. Providing for adequate wireless communication coverage while maintaining the rural mountain look of the area is a growing challenge to Mountain Green.

2.23 Railroad:

The railroad tracks are a major east-west corridor, and a possible asset of opportunity. They run generally between the Weber River and Interstate 84 within the boundaries of the Mountain Green Area Plan.

2.24 Roads:

Limited Access Highway:

Interstate I-84 is the only limited access highway in the Mountain Green area, and provides the main link between Mountain Green and the outside world. The Peterson exit provides both on and off access for traffic on the east end of Mountain Green, while the Mountain Green exit provides an exit only for east bound traffic and an on ramp for west bound traffic.

Major Collectors:

Trappers Loop Road – Provides access to Ogden Valley, Snow Basin, etc.

Old Highway Road provides the only through collector for Mountain Green. It collects traffic from each subdivision for transport to the Interstate as well as handling traffic from Ogden Valley via the new Trappers Loop Road.

Minor Collectors:

Cottonwood Canyon Road collects traffic from Browning, the airport, and several subdivisions before passing traffic onto Old Highway. Traffic varies not only in the mix of delivery trucks, gravel trucks, trailers and cars but also in volume. During the day, traffic volume is very small however, volumes, increase dramatically in the early morning and late afternoon.

Highland Drive receives traffic from seven local roads. The traffic is basically residential in mix. Peak traffic periods are experienced in the early morning and late afternoon periods. Creekside Drive and the proposed Woodland Drive to the Trappers Point subdivision should provide alternate access to these areas.

Creekside Drive/Poll Drive – Presently being constructed as an alternate access to the Highlands area,

Road Infrastructure Concerns:

Access to and from Interstate 84 at each end of Mountain Green is sub-standard. Exit 93 (west

end/Weber Canyon) has eastbound and westbound entrance only. Exit 96 (east_end/Peterson) has full access but limited geometry of approach area. Some discussion is currently taking place as to viable alternatives to these conditions. It has been recommended that the width of the Old Highway Road from Trappers Loop west to the interstate entrance be increased and that efforts be made to secure an on and off ramp adjacent to and in line with the Trappers Loop Road. At this time, UDOT has no plans to do either of these projects.

The intersection of Old Highway Road and Cottonwood Creek Road is often referred to as the Y-intersection due to its geometry. In 1990, this intersection was identified as one of the most potentially dangerous intersections in the county due to geometry and poor visibility. Easements to re-design this intersection to a UDOT approved T-intersection have been requested by Morgan County. Any future development that will significantly increase traffic load on this intersection should be carefully reviewed with special attention to these safety concerns. This could be addressed through impact fees, required infrastructure upgrades and/or development fees in conjunction with development, etc., but this intersection should not be allowed to continue to exist in its present form.

It has also been recommended that support be given to any trail, pathway, or sidewalk, etc., which increases safety and accessibility in the community as long as those trails, pathways, or sidewalks are in compliance with all codes and regulations which make them legally and financially possible.

2.25 Sewer System:

The Mountain Green Sewer Improvement District has been established to handle sewage in the Mountain Green area. Currently the district supplies sewage disposal to 295 residences and some business. The lagoon system, currently constructed with three lagoons, can handle a total of 600 connections. Additional expansion is currently being evaluated.

2.26 Water Systems:

The Weber Basin Water Canal runs through Mountain Green on the south side of the Weber River, and connects to the Weber Basin Water facility at the mouth of the canyon before sending water through the mountain tunnel to supply water to the Wasatch Front. Although the canal and facility are outside the designated boundaries of the Mountain Green Area Plan, they are important man-made features that may eventually become significant assets to Mountain Green.

Mountain Green is served by the following major culinary water systems:

<u>System Name</u>	<u>type of source</u>	<u>fire hydrants</u>	<u>res. connections</u>	<u>gal. in storage</u>
Mt. Green	well	yes	21	30,000
Browning Arms	well	yes	0	5,250
Browning	well	yes	0	2,100

Manufacturing

Monte Verde	well	yes	29	80,000
Northwest Res.	Reservoir	no	4	
Hwy Rest Stop	well	no	0	
Wilkinson	2 well (System expansion under consideration at this time)	yes	197	400,000
Highland	7 springs (well siting in progress)	yes	205	490,000

In addition, there are many private wells in the area serving individual homes.

Mountain Green has the following significant reservoirs:

Wilkinson Reservoir
Northwest Reservoir

2.27 Parks and Recreation:

Mountain Green has two public access parks that have been developed as follows:

The Kent Smith Memorial Park: This park is located on the south side of the Old Highway Road at Highland Drive. The Park has approximately 7.6 acres and includes a tot recreation lot, a bowery, a sand volleyball court, a baseball field with backstop and spectator area, soccer fields, and a building, housing restrooms, a kitchen and storage.

The Stake Bowery: The Morgan North Stake of The Church of Jesus Christ of Latter Day Saints maintains a recreational area located on a 32-acre site. There are three baseball diamonds and an amphitheater. The church allows other groups to use the facility as long as Church standards are maintained.

A private access park has been developed as part of the Trapper's Point subdivision.

A paved pedestrian pathway has been built from the Trappers Loop Road, westward to near the Mountain Green exit of I-84. Current plans are to extend this path along the Old Highway and Cottonwood Road past Browning, including a bridge over Cottonwood Creek.

2.28 Public Safety Facilities:

The Mountain Green volunteer fire department has a small fire station on Highland Drive, and

plans are underway to expand to a larger station at the confluence of the Old Highway Road and Cottonwood Canyon Road.

2.3 Community Structures:

2.31 Residential:

Mountain Green is comprised almost totally of single-family residences. The condition of houses in Mountain Green is very good. Less than 5% of the homes appear to be pre-1950 construction. Most of them appear to be maintained and in good condition. A number of homes have recently been rebuilt or significantly remodeled.

There are a total of 383 single-family dwellings in Mountain Green and one duplex. If the average number of persons per dwelling unit is utilized as given in the 1990 census (3.2) the population of Mountain Green should stand at approximately 1226 persons.

<u>Subdivisions</u>	<u>Water System</u>	<u>Sewer</u>	<u>Homes</u>	<u>*Vacant Lots</u>
Cottonwood	Wilkinson	yes	28	1
Fox Hollow	Wilkinson	yes	8	11
Mountain Estates	Highland	yes	26	2
Highlands	Highland	yes	129	23
Lamb	Wilkinson	yes	12	2
Monte Verde	Monte Verde	yes	28	2
Mountain Green	Mountain Green	yes	15	1
Rosehill	Wilkinson	+no	73	0
Silverstone	Wilkinson	yes	11	0
Trappers Point	Highlands	yes	49	18
Highlands West	Highlands	yes	5	30

Figures are approximate as of April 10, 2001, courtesy of Morgan County Assessor's Office.

Note:

* Some of the lots are unbuildable due to slope or soil conditions, or are occupied jointly with other lots. Vacancies are for existing subdivision lots only. Correlation between current homes and vacancies do not take into account (in all instances) homes built during 2000.

+Three homes of the Rosehill #4 subdivision are currently connected to the sewer.

2.32 Commercial Developments:

Most of the businesses in Mountain Green are home occupations. Morgan County requires that most of these businesses obtain a conditional use permit prior to applying for a business license. All of the home occupations are required to maintain the character of the neighborhood and are not allowed signs, outside storage and the parking of large commercial vehicles or equipment in residential areas.

Businesses now located in commercial areas include as follows:

1. Robinson Lumber Mill: Located between 6300 West and Robinson Lane, the lumber mill cuts specialty lumber for local projects. Lumber is mostly obtained from private and public forests in the area.
2. Warner/Hassell Office: This office building currently houses The Boarding House, a seasonal ski and snowboarding rental business.
3. Warner Fish Farm: This building was built in 1990 and is comprised of a two-story building of 1950 square feet. It is used for offices and processing of the trout fish from the fish farm.
4. Hubbard House: The Hubbard House has refinished the old Ostler residence for use as a bed and breakfast, and the existing stable for additional rooms and a meeting room.
5. Old Farm Market: Sinclair gas station and convenience store.
6. Caton Commercial Building: Triune Electrical Sales, Inc., and Mountain Engineering currently occupy this building which lies east of the Mountain Green church, occupies one acre of ground and comprises 3,969 square feet of space on one level.
7. Morgan Bank: This recently completed building houses the Morgan 1st National Bank and several small office spaces. It lies just east of the Trappers Loop Road and across the Old Highway from the Parson gravel pit.
8. Nye Glass: Approved for construction to begin soon near the Morgan Bank site.
9. Cottonwood Commercial Park: This complex houses several commercial businesses, including the Utah Strategic Alliance (brine shrimp processing plant)

2.33 Industrial Developments:

Browning Arms Company: There are two main buildings on the Browning property. The administration building contains 44,230 square feet of office space. The bow plant comprises 36,798 square feet of space. Browning employs between 250 and 300 employees.

2.34 Quarries and Mining Operations:

Gravel and borrow pits are allowed in the agricultural zone as a conditional use. Under the conditional use permit control the pits are subject to conditions imposed by the planning commission. Several of the pits were located in Mountain Green prior to zoning. However, when they are used on a continuous basis, the planning commission requires a permit. All of the pits are required to be restored to a pre-approved grading plan. The following pits are currently operating in Mountain Green:

Gravel pits:

Parsons: The old Parson's pit is located just east of the I-84 rest stop, and is currently not being

used. The new Parson's pit (Warner pit) sits on the northeast corner at the Trapper's Loop and Old Highway intersection. The pit is being excavated from the inside out. Trucks servicing the pit exit onto the Old Highway Road. Parsons are allowed a crushing and batching operation onsite as long as they control the dust.

Rollins: This pit is located at the junction of Powder Horn Road and the Old Highway. It has been intermittently used since before the zoning ordinance was established. The pit was given a conditional use permit to continue to be used on this basis.

Wilkinson: This pit is located in Cottonwood Canyon above Browning's Bow Plant. It has not been utilized recently.

McMillan: This pit is located in the west end of Mountain Green across from the Wilkinson Dairy. It was established under the conditions of a conditional use permit.

Borrow pits:

Bohman: Located on the Bohman Dry Farm north of the Peterson interchange. It has been intermittently used since before the zoning ordinance was established.

MOUNTAIN GREEN AREA PLAN

CHAPTER 3

RECREATION AND TRAILS PLAN

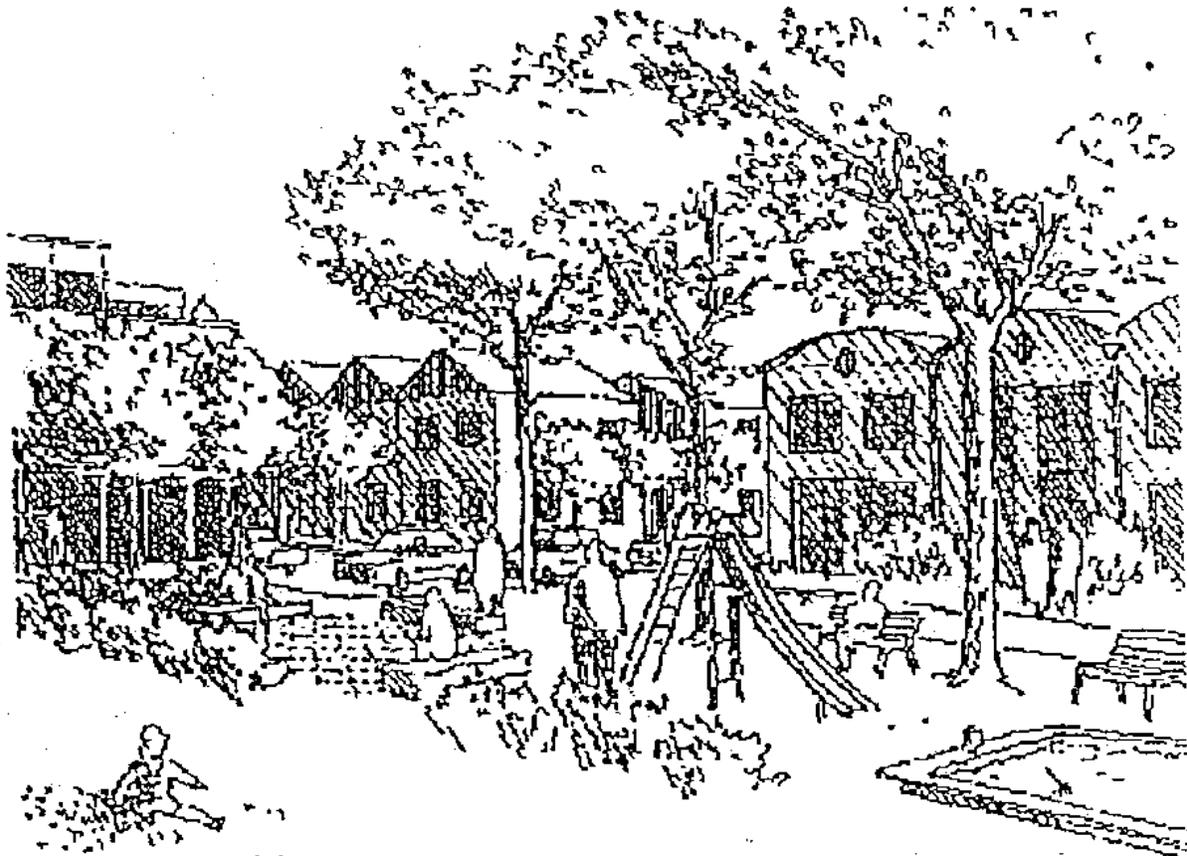
3.0 Goal: Provide, maintain, and improve a variety of recreational and cultural opportunities and amenities to meet the needs of the residents of the community and to enhance tourism.

3.1 Objective: Provide room in future development plans for the development and expansion of major and neighborhood parks, public use open space and other recreational facilities within the community.

3.11 Policy: Provide by map a Recreation and Trails Master Plan Map including the general intended location, size, number, activities, minimal standards and function of future major parks, town square/open space, cultural and recreation facilities, motorized trails, pedestrian and equestrian community trails, and forest hiking trails as part of this Area Plan. This Recreation and Trails Map should be used during proposed development planning as the template for guiding placement and function of major recreational facilities, in order to have an integrated recreation system rather than isolated facilities with limited access and usefulness.

3.12 Policy: The Mountain Green area, and each neighborhood therein, should contain an appropriate and ample supply of specialized open space such as squares, greenbelt, neighborhood parks and other significant open areas in addition to the major parks and recreation facilities of the area. The public use of these areas should be encouraged through appropriate placement and design, and each area should have appropriate amenities to support public use. Park areas and public use open space including and adjacent to year-round streams, rivers, ponds and reservoirs are strongly encouraged and bonus densities may be given for such amenities.

3.13 Policy: Development adjacent to a park or public space should be designed to facilitate public access to, and use of, the park while minimizing potential conflicts between park uses and residents of the development. In order to be considered as community amenities for the purposes of increased density or fulfilling open space requirements for MPDR, PUD or PRUD development, neighborhood parks and open areas should be available for public use, rather than exclusive or restricted to use by members of a homeowner association or neighborhood group. If a park, open space area, or recreational facility is not available for use by all members of the community, and is privately owned, developed, and maintained by a homeowners association or individuals, it may still be counted as part of open space requirements, but may not be considered a community amenity for the purpose of increasing development density.



NEIGHBORHOOD RECREATION FACILITIES

3.14 Policy: Work to identify and acquire parcels in developed areas which are suitable for parks, trails and recreational facilities as indicated in the Recreation Master Plan map. Appropriate incentives such as bonus densities and TDR shall be considered as a means to acquire desirable open space in or near developed areas within Mountain Green.

3.2 Objective: Provide room in future development and improvements in present development for an integrated system of motorized, pedestrian and equestrian trails.

3.21 Policy: The Mountain Green area should be linked with a system of paved pedestrian trails and sidewalks to provide convenient non-motorized access to most parts of the town center and to link sub-divisions and communities to each other with safe pedestrian access. Advance planning and correlation with the Recreation Master Plan map should be used to ensure that these trail systems link to each other and to smaller forest trails to provide an integrated system of pedestrian trails. These path systems should also provide a pedestrian link to recreational centers, parks, and other areas of

recreational opportunity. Bicycle parking racks should be present in commercial, institutional and community recreation areas to help promote pedestrian rather than automobile traffic.

3.22 Policy: Provide pedestrian and equestrian access to Forest Service lands on the western border of the Mountain Green Area Plan, the Weber River Corridor, and other future open space and public access areas through a system of trail easements and improvements. Correlation with the Forest Service and Snow Basin during proposed development will be critical in order to provide an integrated system of trails that link together in a functional and environmentally appropriate way. Trails in the Mountain Green Area Plan should, where possible, connect to trails in the adjacent Peterson and Enterprise Area Plans and Weber County.

3.23 Policy: Provide adequate regional and local trails heads, including parking facilities, to allow for access to forest trails. These should be located at appropriate locations outlined on the Recreational Master Plan map, and must be in harmony with neighborhood goals. These trailheads must be open to public view in populated areas both to encourage public use and to discourage vandalism and other criminal elements.

3.24 Policy: Where appropriate, require as part of property development all associated easements and construction of Trails and Recreation Master Plan outlined paths, trails, and trailheads. Where appropriate, and in accordance with section 15 of the Morgan County LUMC and the Trails and Recreation Master Plan Map, provide density bonus incentives in conjunction with an MPDR development for trails and trail amenities that traverse the development parcel and substantially advance the community goals of an integrated trail system.

3.25 Policy: Where appropriate, developers are required to incorporate trail and path plans into development sketch plans for any development, with proposals included in both preliminary and final plans.

3.3 Objective: Promote increased availability and accessibility to outdoor recreation areas in Mountain Green.

3.31 Policy: Promote the implementation of Transfer of Development Rights (TDR) and Conservation Easements (CE) to protect open spaces and viewsheds through education of property owners and granting of bonus densities in the MPDR and PRUD developments for significant open space easements.

3.32 Policy: Strive to protect wildlife corridors and sensitive environmental areas by placement in a Sensitive Areas (SA) district with strict limits on development, and promote the inclusion of these areas in conservation easements where applicable. These SA districts will be provided for by map as part of this area Area Plan.

3.33 Policy: Promote the eventual improvement of sportsman access to the Weber River corridor through Mountain Green to enhance opportunities for hiking, fishing, bird-watching, and other public uses in the area. A trail system should eventually be developed along the Weber River corridor that

will integrate with the rest of the trail system in Mountain Green as provided for in policy 3.22. The use of bonus densities as an incentive to place these areas in conservation easements in conjunction with a MPDR development will be strongly considered.

3.4 Objective: Promote the development of funding for the maintenance and growth of existing and future parks, pathways, public use open space, recreational facilities and community cultural and educational amenities.

3.41 Policy: Actively work towards creating a Mountain Green Trails and Recreation Committee, made up of volunteer members, to promote the funding, use, maintenance, and development of trails, paths, parks, recreation facilities and cultural amenities in the Mountain Green area. This Trails and Recreation Committee should pursue private funding donations, grants, or other community fund-raising activities to help advance the goals of the Trails and Recreation Master Plan. This committee should also work with community organizations, businesses, developers and Morgan County to develop recreational, cultural, social and educational institutions and programs to meet the needs of the residents of Mountain Green. Part of the goal of this committee is the eventual organization and acceptance of a Trails and Recreation Special Improvement District to achieve and maintain the recreation goals of this plan.

3.42 Policy: Establish an impact mitigation requirement, which may include construction of neighborhood parks, trails, and related facilities, and support the establishment of a system of impact fees or development agreement fees for new development in the Mountain Green area to be assessed by the Trails and Recreation Improvement District (or, if this district is not yet established, by Morgan County) to ensure that development contributes to the Mountain Green trails and recreation system in a manner commensurate with the development's level of impact on the community. These impact fees or development agreement fees are to be used only in the Mountain Green area for the acquisition, construction, improvement, and maintenance of recreational facilities, trails, pedestrian paths, parks, and other public use facilities.

3.43 Policy: The Trails and Recreation Improvement District and/or the Trails and Recreation Committee shall work with Morgan County to establish rules, regulations, and the enforcement of such rules and regulations regarding use of paths, trails, parks, and other public use community spaces in Mountain Green.

3.44 Policy: Public use of open space shall be encouraged where such use will not adversely affect or interfere with the preservation of important environmental attributes of a site, such as important wildlife habitats, wetlands, and significant visual qualities.

3.5 Objective: Promote the development of proper infra-structure and funding of the Morgan County Airport in order to maintain the long-term viability and responsible public use of the airport.

MOUNTAIN GREEN AREA PLAN
CHAPTER 4
GENERAL DEVELOPMENT GUIDELINES

4.0 Goal: All development in the Mountain Green Area Plan shall promote and support the goals of this Area Plan through adherence to sound land use planning principles, including preservation of key viewsheds and environmental features, consistency with neighborhood character and goals, and provision of open space, infrastructure and recreation facilities that meet the needs of present and future residents of the community.

4.1 Objective: Zoning districts in the Mountain Green area shall support the preservation of viewsheds, natural environments, agricultural lands, recreation opportunities and the rural way of life of the community.

4.11 Policy: Proposed future zone designations will be provided for all land within the Area Plan on the Mountain Green Area Plan Future Land Use Map. Proposed zones in each area will vary depending on terrain, geologic hazards, viewsheds, infrastructure requirements, and the unique role of each area in the overall goals of this Area Plan. The zone designation on the Future Land Use Map represents the preferred zoning level for each parcel when development is planned using the standards of development planning and mitigation as per the Morgan County LUMC. In accordance with the principles of the General Plan, and since the preservation of rural and natural environmental features is of prime importance to this community, high density residential zoning is not appropriate outside Town and Resort Centers. Potential commercial zone areas may include C-B, C-N, and C-D, (as per the LUMC Chapter 13) and all Industrial zone areas shall be M-D only.

4.12 Policy: Morgan County will offer reasonable residential density incentives and flexibility of use for projects that are planned through the MPDR, PUD, PRUD and similar appropriate flexible zoning processes and that further promote the goals and objectives of this plan, thereby producing tangible community benefits. Density and use incentives will be considered for appropriate environmental enhancements, tax base and economic enhancements, transfer of development rights from less desirable sites to more appropriate sites, conservation easements, public safety, administration, education, or recreation facilities, amenities and/or open space that exceed specific project requirements, and compliance with appropriate design principles.

4.13 Policy: Applications for re-zoning in the Mountain Green area shall be considered concurrently with a specific development proposal for the entire parcel, and final rezoning should be dependent on the completion of such a proposal.

4.14 Policy: Where appropriate and consistent with Utah Law, Morgan County should adopt regulations to render null and void previous subdivisions or zoning of land within which development has not yet occurred, when such development will now be in direct conflict with

environmental protection, infrastructure design standards, and concurrency management of this plan.

4.15 Policy: A minimum of fifteen (15) percent of the total development parcel within any residential development project in the Mountain Green Area Plan must be reserved for open space whenever density is increased beyond the “base zone” density. The majority of this open space should be functional and in a location identified by Morgan County that meets the objectives of this plan, especially policies 4.21, 4.22, and 4.23. Required building setbacks, easements within which there are no above-grade structures, conservation easements specifically for the purpose of reserving open space, and other such areas may be included in the open space calculation. Required parking lot landscape areas shall not be included in the open space calculation. Modified open areas, such as golf courses and ski/pedestrian/equestrian trails, will be considered open space if it is determined that it is appropriately located to meet the objectives of this plan, including but not limited to key viewsheds, environmental, wildlife habitat, and water quality preservation objectives. Required parks may be included in the open space requirement.

4.16 Policy: Property owners are permitted and encouraged to dedicate land for open recreation uses, including parks and trails, and open space for other purposes such as wildlife habitat preservation. However, any lands that have been previously dedicated as part of a development approval shall not be considered in the open space calculation of a new development. Morgan County will enter into agreements that will ensure a reserved density bonus at the time of a future development approval.

4.17 Policy: A minimum of fifteen (15) percent of the total development parcel in any commercial or industrial development must be reserved for open space. Superior landscape and quality design may be appropriate in exchange for a reduction in open space requirements in these areas if, in the view of Morgan County, such an exchange significantly promotes the goals and objectives of this plan. Required building setbacks, easements within which there are no above-grade structures, conservation easements specifically for the purpose of reserving open space, and other such areas may be included in the open space calculation. Required parking lot landscape areas shall not be included in the open space calculation.

4.2 Objective: Open space used to fulfill development requirements should not be unconnected, “left-over” parcels of unbuildable or unsightly ground. Rather, open spaces should be connected to other adjacent open space, add to the value, rural character and attractiveness of the community, and significantly advance the goals and objectives of this plan.

4.21 Policy: Required open space within development shall, among other things, be located to protect the most important attributes of a site and the key focal points that are important qualities of the character of the area, which may include scenic viewsheds and near buffers, significant wildlife habitat, agricultural lands and antiquities, connecting open spaces, and other such

features. Whenever possible, superior attributes should be maintained within parks or other open spaces accessible to the public.

4.22 Policy: Open spaces should be contiguous within a development site, and when feasible and appropriate, connect with open spaces on adjacent parcels. Except in Town and Resort Centers, where small pocket parks are appropriate, small isolated pieces of open space scattered throughout the site and narrow strips of open space are not appropriate, less valuable ecologically, and difficult to manage.

4.23 Policy: Required open spaces shall be preserved in perpetuity either by conveying the parcel to the County, granting a conservation easement to the Utah Land Trust or other appropriate entity, conveying the parcel to a homeowner's association, recording a deed restriction to the benefit of the public to limit the use of the property, or an appropriate combination of the above.

4.24 Policy: Create a Transfer of Development Rights (TDR) program for the purposes of identifying appropriate sending and receiving areas. This program should promote the transfer of development rights from important scenic and natural resource areas, such as hill viewshed areas, to more appropriate areas and establish a critical mass and mix of development density and uses to ensure viable Town and Resort Centers. Morgan County, at its discretion, should use appropriate incentives to accomplish the transfer objective, so long as the result of the specific technique is generally consistent with the objectives of the Plan.

4.3 Objective: Development within the Mountain Green area shall be conducted in such a way as to preserve and maintain the unique rural and mountain visual environment of the area.

4.31 Policy: Visual access to the mountains from public roadways, trails and from within private development, and significant open spaces shall be maintained and enhanced whenever possible by siting buildings in such a way as to provide views between or around them.

4.32 Policy: Development on ridge lines and hilltops that allow a structure to project into the horizon line, as viewed from predominate corridors such as Interstate 84, the Old Highway, Trappers Loop Highway and significant collectors such as Highland Drive and Cottonwood Canyon Road is not appropriate. Development on other ridge lines and hillsides where development will be highly visible or visually dominate the natural environmental features, even when there is a mountain backdrop, is not appropriate. (see Fig. 4.1, Viewshed Protection Principles and Fig. 4.2, Hillside Development Principles diagrams)

4.33 Policy: Development shall minimize the highly visible placement of homes and other structures within any designated hillside viewshed. Whenever possible, development shall be sensitively sited to encourage effective open space and the conservation of the natural appearance and aesthetic beauty of the mountains. Whenever development is permitted within a hillside viewshed, it should be located at or as near as possible to the toe of the hill, with greatest

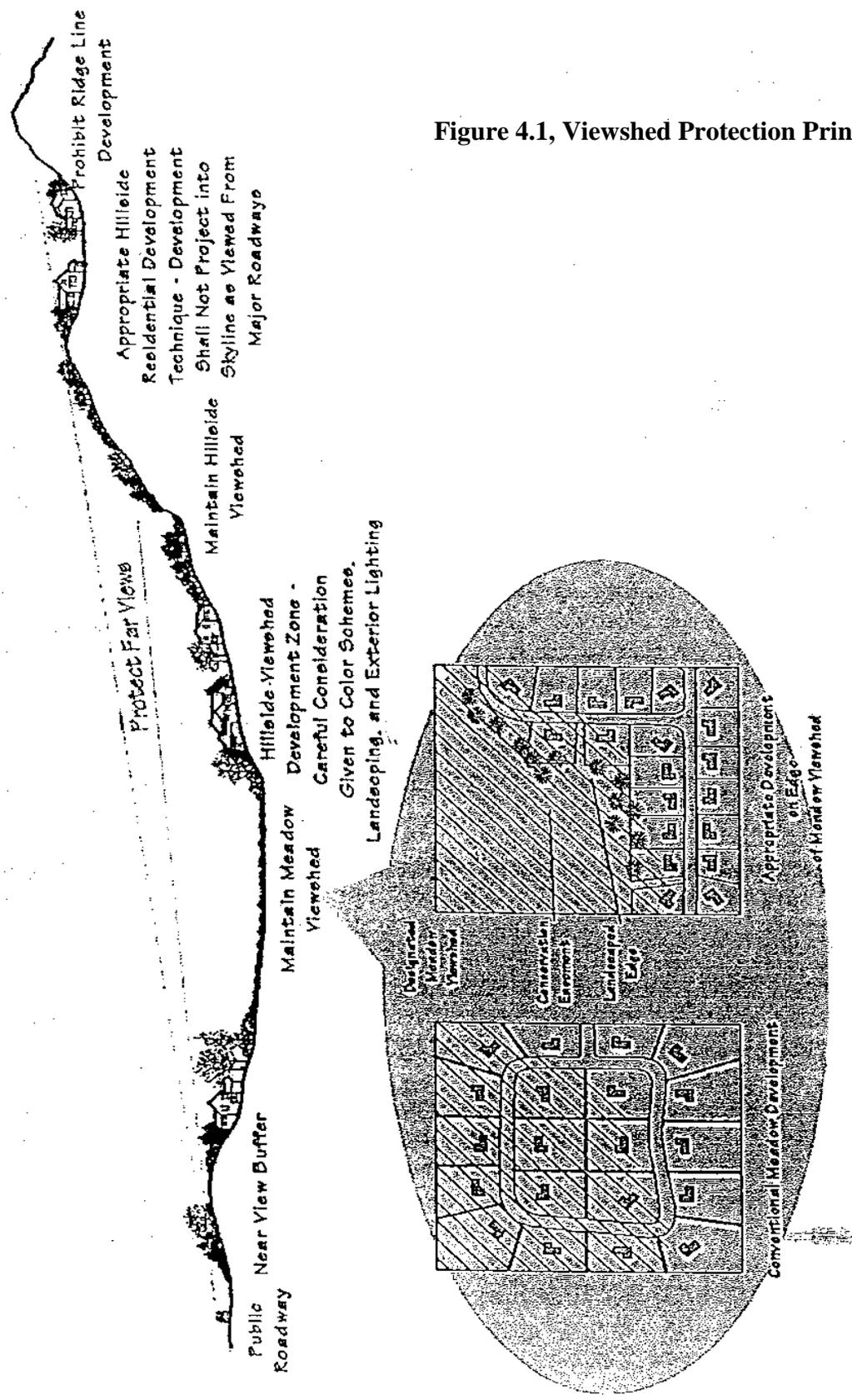
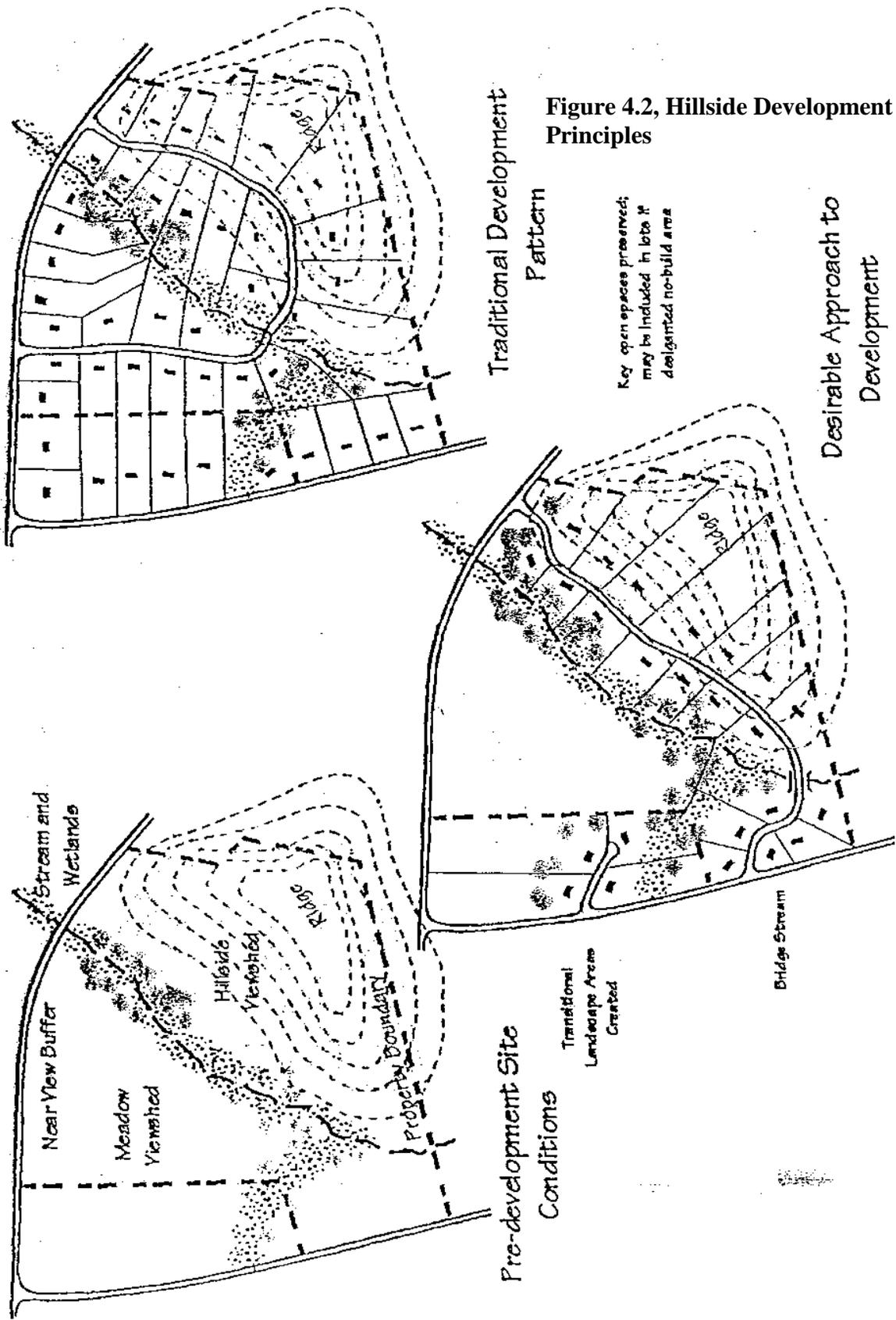


Figure 4.1, Viewshed Protection Principles



densities in the transitional area between the hillside and flat meadow area. When hillside development is permitted, it shall be integrated into the site, using topography, vegetation, and other reasonable techniques, in a manner that causes it to blend into the hillside. When deemed necessary, building lots in hillside development areas may be required to have restrictions placed on the subdivision plat designating which areas of each lot are appropriate for buildings.

4.34 Policy: No development shall disturb any existing vegetation or landscaping, or alter existing grades on property until a building permit has been issued or until a subdivision plat, or site plan, conditional use, or other appropriate permit has been approved by Morgan County, which determines the appropriate landscape, vegetation, and site grade requirements.

4.35 Policy: Development shall be integrated into the existing landform. Structures which are designed in a manner that require over-lot grading to make the site acceptable for development are not acceptable. Structures should be designed to fit the topography of the land, rather than significantly altering the landform to accept the structure.

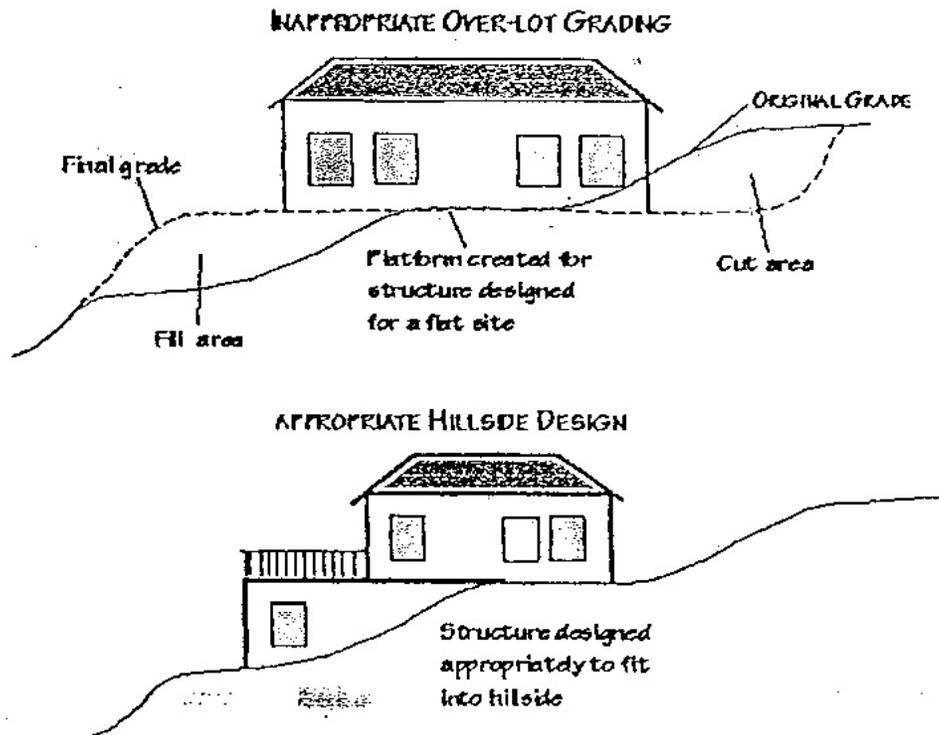


Fig. 4.3, Hillside Design Principles

4.36 Policy: The location, use, and intensity of development shall be designed to avoid impacts on agricultural operations and the right to farm. It is the intent of this Area Plan that owners of agricultural land have a continuing right to farm their property free from nuisance claims from non-compatible uses.

4.4 Objective: Development in the Mountain Green Area Plan should be conducted in such a way that the natural resources, ecological balance, and wildlife habitat of the area are preserved.

4.41 Policy: Development in jurisdictional wetlands identified by the Army Corps of Engineers, or any 100 year flood plain is strongly discouraged, and should be undertaken only when there is a compelling public need. Development in such areas shall require significant efforts to mitigate the impacts of the development. All wetlands and flood plains shall be bridged whenever possible to eliminate any construction in these sensitive areas. Culverts and other similar devices shall only be used as a last measure for crossing these areas. Adequate buffers from development shall be provided along all waterways and wetlands in the Mountain Green Area Plan. Development of land containing slopes of 25% or greater is prohibited as per the Morgan County General Plan.

4.42 Policy: Development that accelerates the erosion of soil, and thereby contributes significantly to the stream sedimentation, will require special review and mitigation to the satisfaction of Morgan County. All wetlands, streams, and other waterways, and other environmentally sensitive lands shall be protected from construction impacts and run-off from parking lots, roads, and other impervious surfaces.

4.43 Policy: No land use or development shall be permitted which will adversely affect the quality or accessibility of the water resources in Mountain Green. The natural flow and riparian character of all waterways and wetlands shall be preserved. Morgan County shall prohibit development that will interfere with, or in any way compromise the integrity of any of the area waterways and wetlands. All development shall be required to bridge naturally occurring waterways whenever possible to accommodate road crossings. Culverts are appropriate for crossing irrigation ditches.

4.44 Policy: Development shall not contribute significantly to the degradation of air quality.

4.45 Policy: All development in areas where the vegetation is predominantly shrub, oak, deciduous trees and/or coniferous trees shall retain the maximum amount of existing vegetation on the site. Areas which shall remain undisturbed shall be designated before construction on any site containing sensitive lands and vegetation commences. The edge of disturbance areas shall be made to look as natural as possible. Straight line removal of vegetation is discouraged.

4.46 Policy: All proposed development in Mountain Green shall be required to provide a detailed analysis by a competent expert chosen by Morgan County regarding the possible environmental impact to the area from the development. This analysis shall include, but not be limited to, effects on wildlife corridors and habitat, viewsheds, wetlands, floodplains, air quality, watersheds, water quality, visual impact, antiquities, and open space. The analysis should also recommend appropriate mitigation for any proposed impacts.

4.47 Policy: All rezoning and construction (residential, commercial, industrial, etc.) in Mountain Green, prior to receiving developmental final approval and/or a building permit, must first address and have signed and recorded agreements on issues of:

1. Recognition and acceptance of existing rural environmental factors and other appropriate zoning factors including, but not limited to; rural agricultural related equipment, animals, and activities; Airport Overlay Zones, Sensitive Areas, and other existing permitted activities; and,
2. Mitigation of the development and/or construction including, but not limited to; dust and noise, traffic congestion and impact on roadway surface maintenance, hours of operation, on-street parking of construction-related vehicles, and off-site roadway cleanup; and,
3. Acknowledgement of native species of large and small wildlife that inhabit the area and that may destroy non-durable, man-made vegetation and items.

This provision shall permit effective enforcement by Morgan County.

MOUNTAIN GREEN AREA PLAN
CHAPTER 5
COMMERCIAL/INDUSTRIAL DEVELOPMENT

5.0 Goal: Promote commercial and industrial development that conforms to the vision of Mountain Green as a uniquely western mountain location with a family-oriented, crime-free community where families may continue to raise their children without numerous negative influences. Businesses that do not wish to fit into the western mountain appearance of the community, or that promote liquor, violence, indecent sexual activity, or other family debilitating products or services should seek locations elsewhere.

5.1 Objective: Promote balanced and desirable relationships of scale, use and location among land uses in order to protect and promote the desired community character in Mountain Green.

5.11 Policy: Town, Resort, and Industrial centers will be designated on the Mountain Green Land Use Plan Map. These locations have been chosen for higher density development and commercial or industrial use because of proximity to major roadways, established infrastructure, relative isolation from existing residential neighborhoods, compatibility with the overall development objectives of Mountain Green, and their minimal visual and social impact on the viewsheds and rural character of the area. Development of commercial and/or industrial centers outside the scope or locations designated will not be permitted.

5.12 Policy: The Town Center (Central Business District) for Mountain Green will be centered around the Old Highway and Trappers Loop intersection. This central business district should be the focal point for the community, and may include a mix of commercial retail, office space, and supporting uses serving the needs of the entire area and surrounding neighborhoods. The Town Center may also include various types and sizes of residential dwelling units with ownership and rental opportunities. Other uses that are generally appropriate may include parks, open space and recreational opportunities, community facilities and amenities, churches, schools, and other similar uses generally found in a traditional town center. In order to achieve these goals for the Town Center, all areas in the central business district of the Town Center shall be zoned C-D, and the Planning Commission and Governing body shall grant conditional uses based on the level of compliance to this Area Plan and the General Plan principles. This central business district is delineated on the Future Land Use Map

5.13 Policy: The only Resort Center in the Mountain Green area is a partial area, comprising the southern part of the established Snow Basin Resort area. Commercial activities in this area are limited to those that are consistent in use, scale and appearance with the mountain environment, the resort nature of the area, and the guidelines in Chapter 7 of this Area Plan. Sign and lighting use in this area shall comply with the applicable provisions in this chapter of the Area Plan, the General Plan, and the Morgan County LUMC.

5.14 Policy: Residential development within the Town of Mountain Green but outside the Town Center shall generally be accomplished according to the Neighborhood pattern (or cluster pattern where terrain severely impacts a full Neighborhood development). The locations of these neighborhoods are designated on the Future Land Use Map. The Neighborhoods should be focal points for neighborhood residential concentrations, including various types and sizes of residential dwelling units with ownership and rental opportunities, and supporting uses. Other uses that are generally appropriate may include parks, open space and recreational opportunities, community facilities and amenities, churches, schools, and other similar uses typically found in residential neighborhoods.

5.15 Policy: To the extent possible and reasonable, property owners within the designated Town and Resort Centers or Neighborhoods are expected to work together to accomplish the objectives of this plan. The degree to which property owners work together will, among other factors, help to determine the amount of density that will be granted within the designated center.

5.16 Policy: Development in a designated Town or Resort Center or Neighborhood must comply with the following principles in order to be considered for increased density:

- A) There shall be an appropriate balance of land use activities that comply with the intent of Policy 5.11.
- B) Priority shall be given to public spaces, including parks, squares, and important buildings and uses that serve the center.
- C) Clustered facilities and housing that will reduce the amount of road surface, infrastructure maintenance, and loss of open space will be given priority in development approval.
- D) A well-defined development edge, with open space and rural density development beyond, is an absolute requirement in all centers to show compliance with these design objectives. The edge of a center may be natural open space, golf facilities, or other open use recreation or infrastructure beyond which development is limited. Low density residential development may be acceptable beyond the edge of the center, so long as it is consistent with all other development policies of this plan. A significant open space requirement shall be utilized to preserve this open edge character, and it must be demonstrated to the satisfaction of Morgan County that this buffer will be established in perpetuity in such a manner as to comply with the intent of these policies. Open spaces within the center, such as neighborhood parks, plazas and similar areas are required in order to comply with the appropriate design guidelines for a Town or Resort Center or Neighborhood.

5.2 Objective: Promote a balanced and desirable relationship of appearance of Town and Resort Centers in order to preserve the desired community character of the Mountain Green area.

5.21 Policy: The uses within each Town and Resort Center shall be unified by a common

western mountain design motif, utilizing natural materials (wood, stone, etc.) and colors that complement the mountain environment. Architectural design should promote variety and creativity in design styles while still visually harmonizing with established buildings and the mountain environment. The accompanying diagrams should serve as examples of appropriate commercial development design, rather than as a strict template for carbon-copy buildings. Developers shall demonstrate to the Planning Commission and County Government that project architecture, signing, lighting, and entrance markers are consistent with the design, scale, color, materials and character of the neighborhood and this Area Plan.

5.22 Policy: All commercial and multiple family dwelling structures shall be of a scale which is compatible with the surrounding mountain environment and neighborhood character. Buildings in a center shall harmonize with each other in scale, and shall relate the size of the structure to the size of the lot, roof pitch and design. Large scale structures shall be prohibited unless it is determined that the use of the structure will significantly advance numerous and significant goals of this Area Plan. In no instance will a large scale box structure be permitted without significant mitigation to minimize the visual impact, as per the commercial design principles diagram.

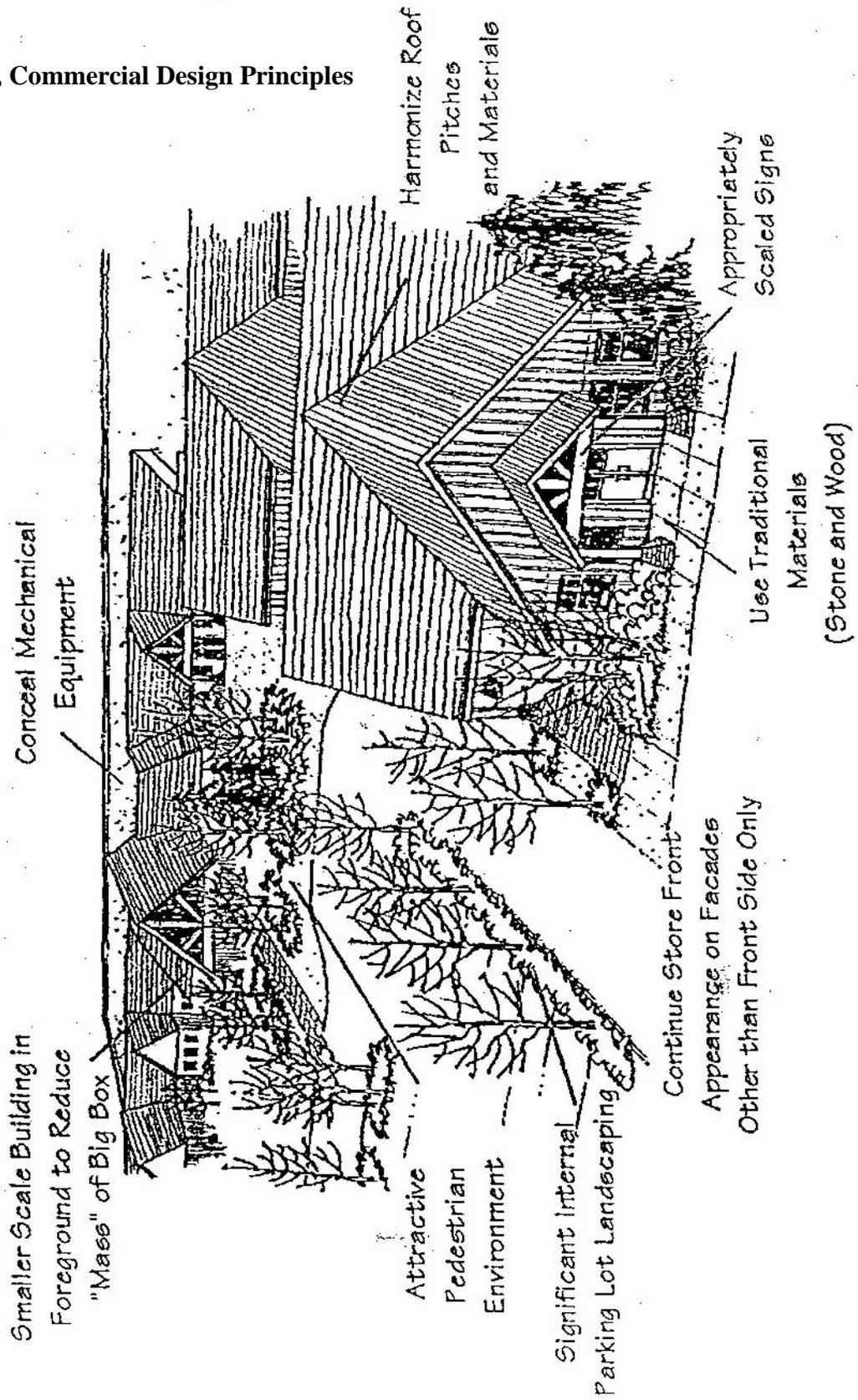
5.23 Policy: The designated center should focus on a public space. Near this public space may also be the appropriate location for any commercial activity deemed appropriate. Commercial development within a center should be designed in such a manner as to serve as a location for gathering places that promote neighborhood identity and cohesion. A vertical mix of residential and commercial uses at appropriate locations within the center is considered acceptable.

5.24 Policy: Strip commercial development shall be prohibited. Commercial areas should be accessed by limited entry streets, rather than lining a major thoroughfare with multiple driveways. The most preferred designs for commercial areas will be those that promote pedestrian access, bring multi-family dwellings into proximity to commercial areas, add to the unique community atmosphere, and further promote the overall designs of this Area Plan. While site layout unity is appropriate, there shall be appropriate variations in site layout conformity, which may include changes in lot width, lot depth, building footprint, setbacks, height, mass, and mix of building types.

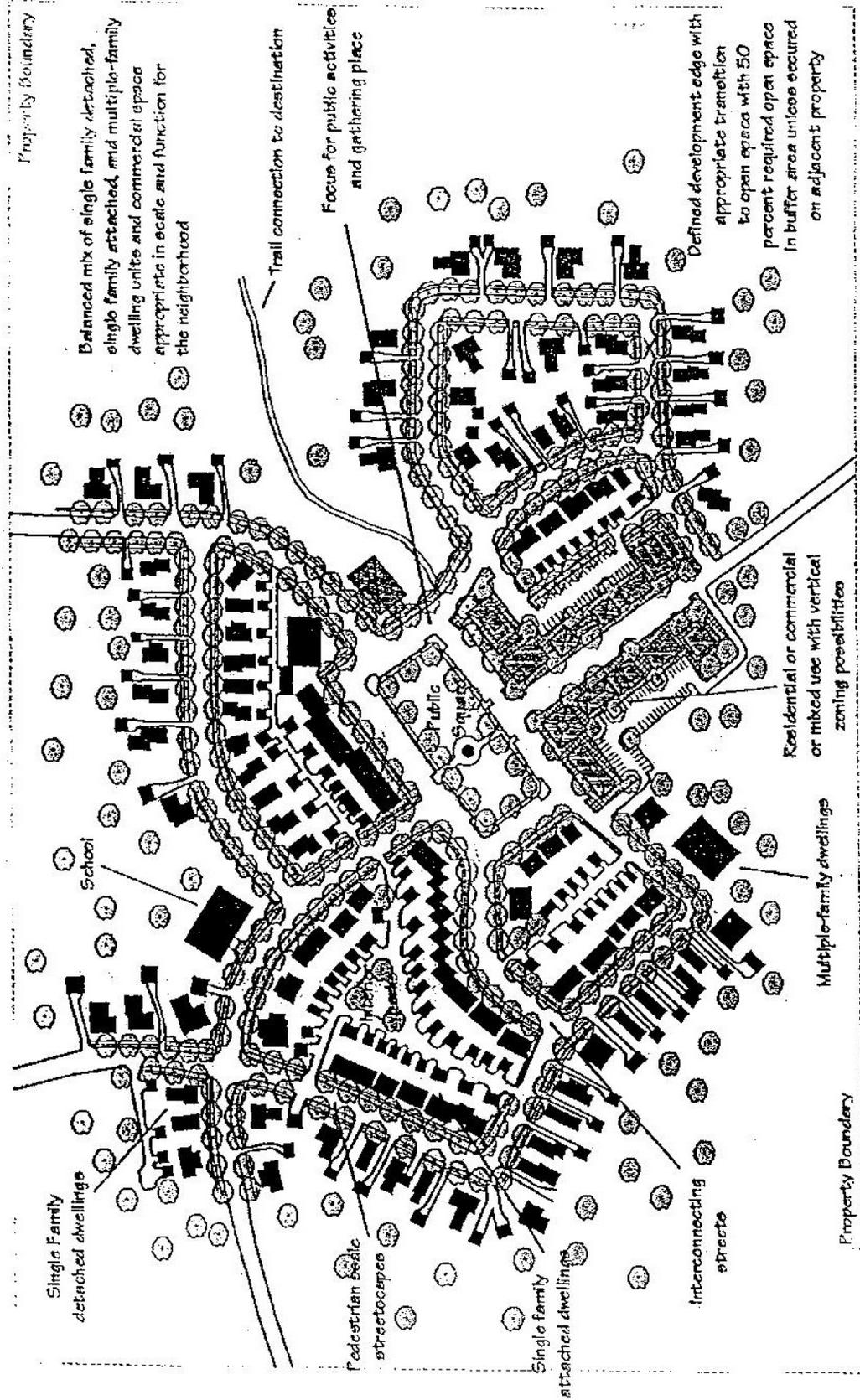
5.25 Policy: Highly visible public spaces will be required in commercial development so that people can rest, gather, and socialize. Such areas should include features such as tables, benches, trash receptacles, bike racks, drinking fountains, and restrooms where appropriate. Landscaping and public art that is compatible with the western mountain community theme shall be considered to enhance these outdoor spaces. Where possible, these public spaces should be connected to similar spaces with trails or paths, encouraging pedestrian access as much as possible.

5.26 Policy: Existing commercial development shall be encouraged to modify existing structures that are not in compliance with the Area Plan goals and objectives as repair or improvement permits are requested before the Planning Commission.

Figure 5.1, Commercial Design Principles



**Figure 5.2
Town Center
Principles**



5.3 Objective: Streets and parking areas within the Town and Resort Centers should be attractive as well as functional, should not dominate or detract from the visual environment, and should be compatible with the quiet, western rural and mountain atmosphere of the community.

5.31 Policy: The Town or Resort Center should be accessed through several designated streets that come off major arterials, rather than having commercial development line the arterials to catch business from passing motorists. There shall be a network of interconnecting streets, including arterial, collector, and local streets within a center. Cul-de-sacs are generally not appropriate. The street pattern must be arranged to keep through traffic off local streets. Any road pattern that is designed to allow traffic to speed through the designated center is not appropriate.

5.32 Policy: There shall be properly designed curbs and sidewalks. On-street parking is allowed where appropriate. There shall be minimal turning radii at intersections to slow traffic. Traffic calming devices should be incorporated where appropriate.

Figure 5.3, Roadside Development Principles

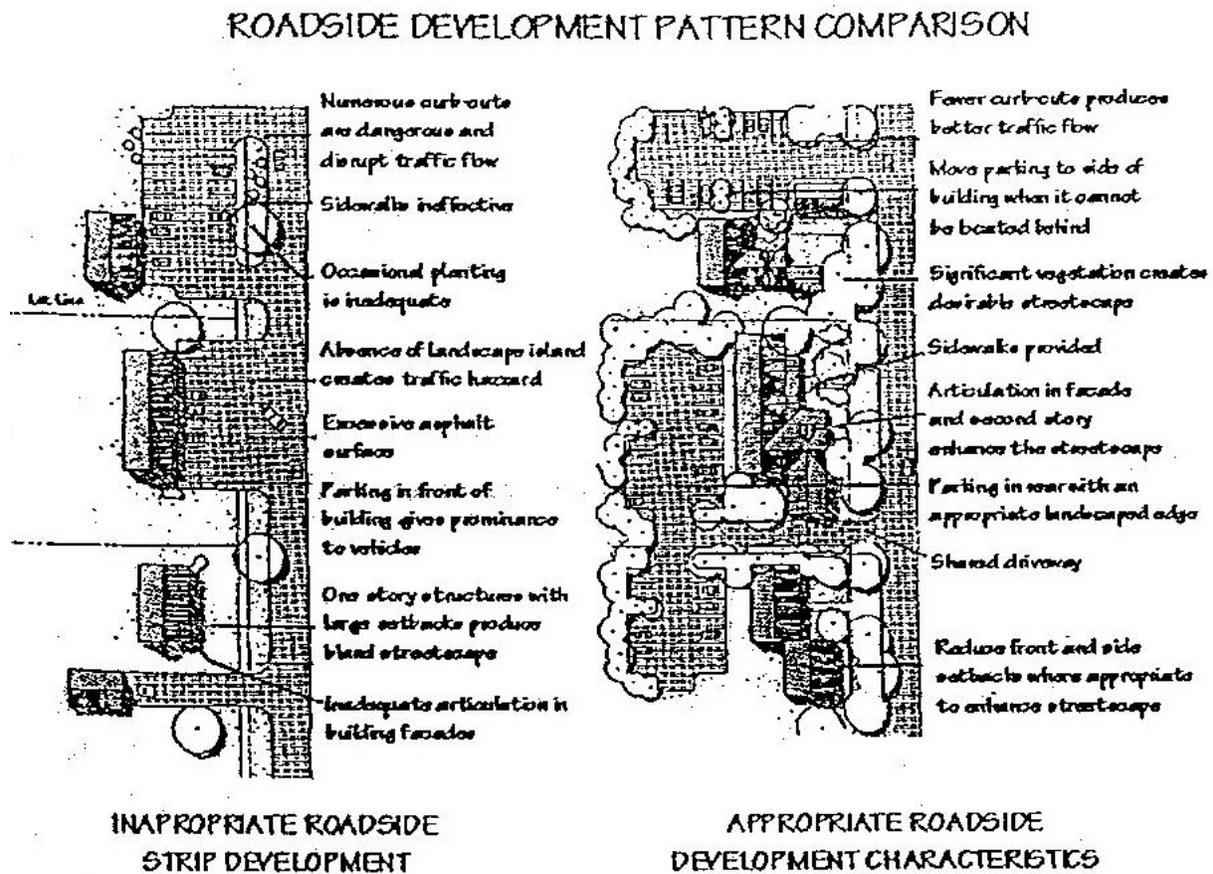


Figure 5.4, Commercial Parking Principles

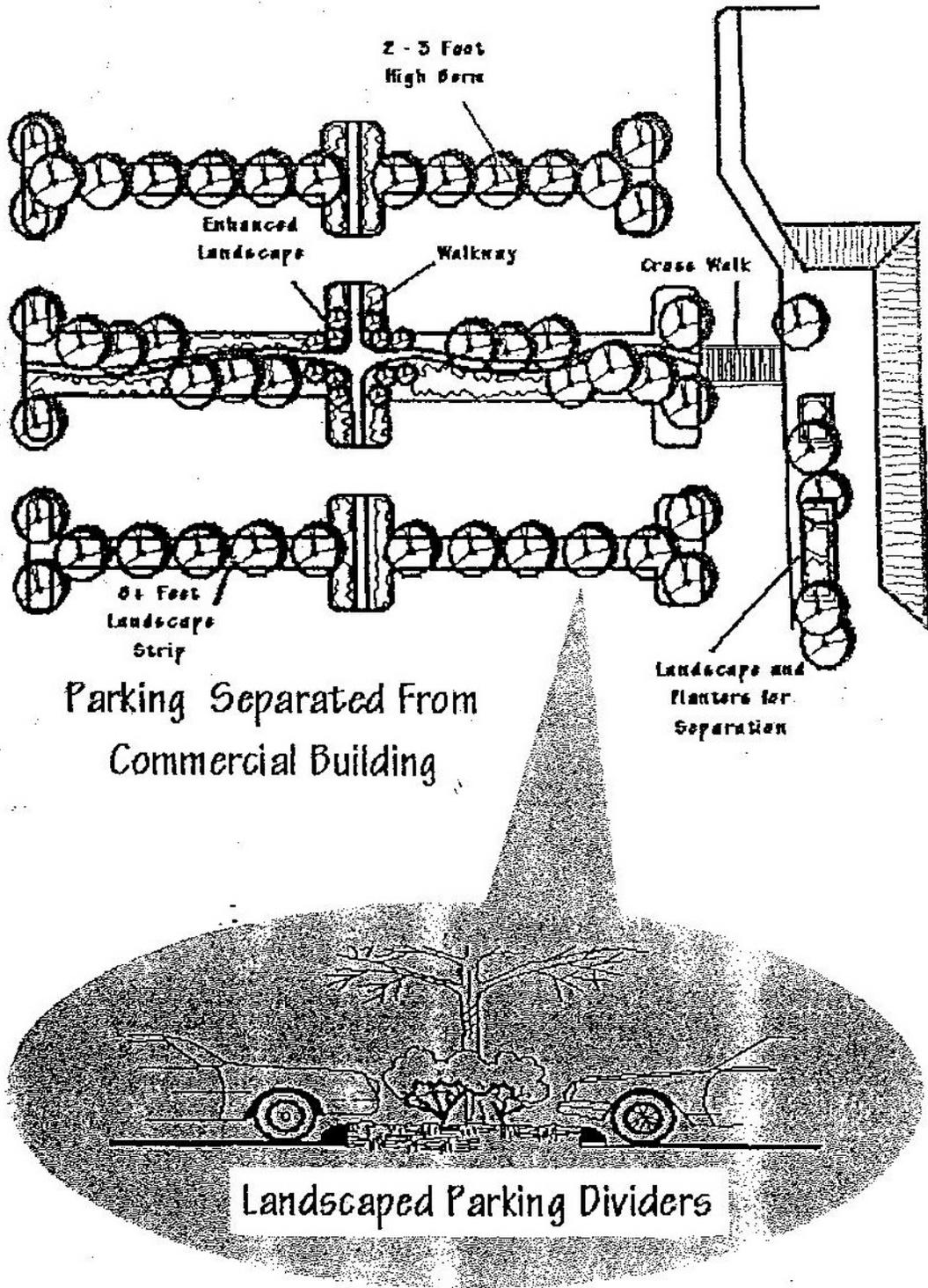
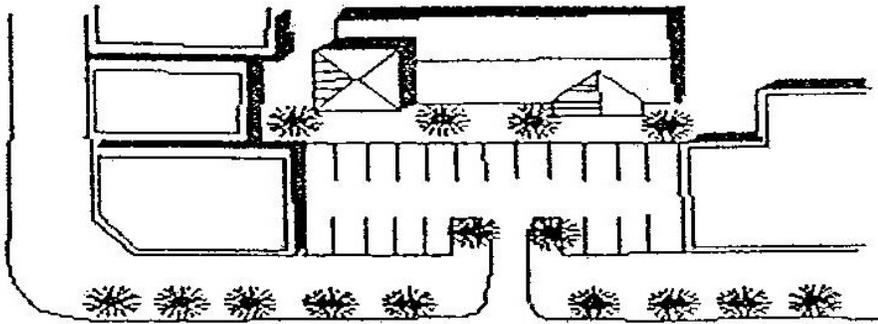
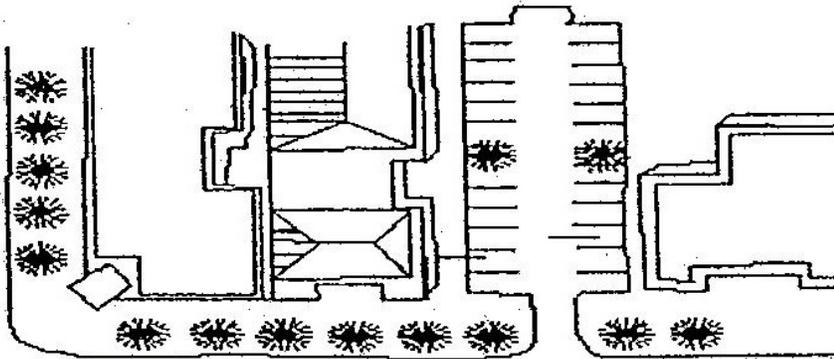


Figure 5.5, Commercial Parking Principles



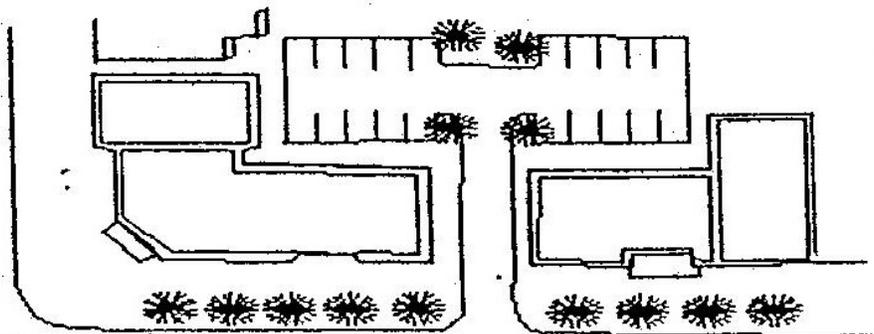
Inappropriate Design

The full width of a parking lot along the street front is generally unacceptable



Acceptable

Limited street front parking may be acceptable in certain instances

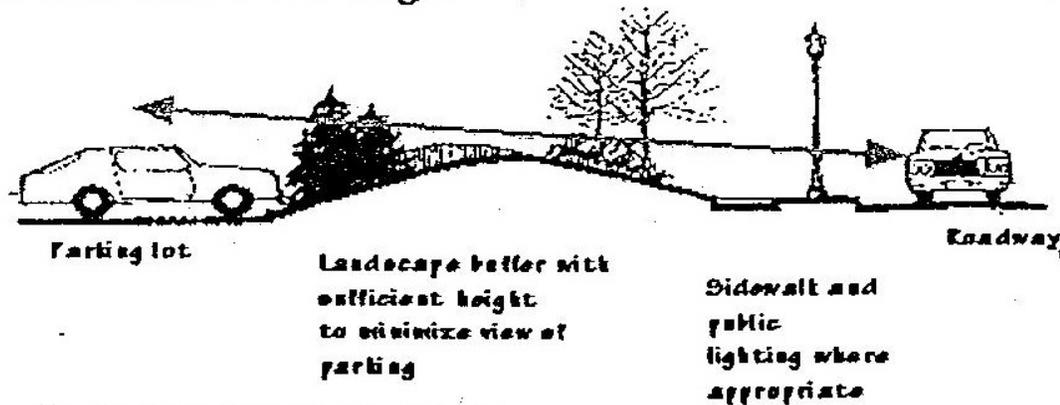


Preferred

Parking should whenever possible be located behind structures, away from the street

Figure 5.6, Commercial Parking Principles

Parking and Public Area Interface Design



5.33 Policy: The streetscape and parking areas shall be enhanced with the proper placement of trees along roadways and in parking planting areas within the Center. Trees shall be of sufficient size and type to offer variety and shade as the trees grow to maturity, and be of a specie that is compatible with the climatic conditions of Mountain Green. Development shall incorporate a variety of species to assemble new landscaping masses, including creating visual depth in plant mass by layering plants of various textures, sizes and colors that still fit in with the local vegetation.

5.34 Policy: Parking lot design should be done so as to minimize the development of large expanses of asphalt parking. Appropriate landscaped parking dividers, elevated berms or landscape buffers to minimize view of parking and cars, and location of parking to the side of, or preferably behind, buildings shall all be utilized to de-emphasize the presence of parking, as per the Parking Facility Design Principles diagrams. At least fifteen (15) percent of the internal portion of a parking lot shall be landscaped in accord with the objectives of this plan. If placement of parking facilities behind the building would place it uphill of the structure, it may be placed in front of the structure provided that landscaping and design of the parking mitigates the visual impact sufficiently. Parking lots shall be of minimum size needed to support the intended commercial activity of the building.

5.35 Policy: Street entrances to parking areas for commercial buildings shall be minimized by combining entrances whenever feasible. Multiple curb cuts on major arterials or streets to access businesses shall be prohibited unless deemed to be essential for public safety.

5.4 Objective: Commercial and Industrial signs in Mountain Green should be compatible in size, location, colors, and materials with the image of Mountain Green and should enhance the public's appreciation of the local mountain and resort environment.

5.41 Policy: The intent of this section is that commercial and industrial development in Mountain Green should not lead to an escalating visual competition of signs, with each successive business vying for attention with bright colors, flashing signs, and large commercial logos. Commercial signs should be used to help local and tourist consumers locate a business rather than attract freeway patronage.

5.42 Policy: All commercial and industrial zones within the Mountain Green Area Plan shall carry an S-1 overlay on the land use maps, and all signs in the area should comply with all applicable requirements of this overlay as directed in Morgan County LUMC Chapter 5, and with sign requirements in this Area Plan.

5.43 Policy: Development shall use the smallest size and least number of signs practical and consistent with the objectives of this plan. All signs shall be constructed of wood or other natural materials, and shall compliment the mountain environment of Mountain Green. Preferably, signs should be subdued and attractive, adding to the beauty of the area rather than detracting from it, and should be incorporated in earthwork berms and landscaping if it is to be placed in front of the building rather than on the building itself.

5.44 Policy: Signs shall be for the purpose of advertising the name of the business only, and shall not be used to advertise products sold, name brands, or other symbols that are not part of the business name.

5.45 Policy: Off-premise advertising signs shall be prohibited within the Mountain Green Area Plan.

5.46 Policy: Existing commercial development shall seek to improve the quality and reduce the number and size of existing signs. This shall be strongly encouraged when these businesses approach the Planning Commission for permits to repair or upgrade existing signs.

5.47 Policy: Separate signs for home occupations and small home-based businesses shall be considered on an individual basis consistent with this Area Plan, the County General Plan, and the LUMC, and shall not exceed 5 square feet in size. Each sign shall conform to this Area Plan's goals, policies, and objectives as to construction, placement, and applicability.

5.5 Objective: Lighting in Mountain Green should be minimal, protective of the night sky, and in harmony with the overall objectives of this Area Plan.

5.51 Policy: All commercial, industrial, and street lighting shall be subdued in order to minimize light pollution and protect the night sky, while still appropriately addressing safety concerns.

5.52 Policy: Lighting in all commercial and industrial areas of Mountain Green shall conform to the specific lighting guidelines contained within Morgan County LUMC, Chapter 15.

5.6 Objective: Industrial areas in Mountain Green shall be limited to light industrial uses with minimal pollution potential that will not detract from the local mountain environment or neighborhood character.

5.61 Policy: MD (Manufacturing - Distribution) zone uses will be confined to the area of Mountain Green near the Airport, as outlined on the Mountain Green Area Plan Land Use Map. This area has been chosen for MD zoning because of its proximity to the airport and other currently existing industrial facilities, its location away from critical viewsheds, and its relative isolation from the central area of Mountain Green. Prior to significant further development in this area, a second road access to the area must be provided for the purposes of safety and reducing industrial traffic load on local residential streets. This second access is proposed to go across the Browning and Rollins parcels, and to connect with the Trappers Loop road in the area north of the proposed commercial/Town Center.

5.62 Policy: MG (General Industrial) zoning has no place in our mountain community, and shall not be permitted, either as an approved zone or as a conditional use.

5.63 Policy: Industrial uses in the Mountain Green area should be environmentally friendly, with minimal noise, air, water and/or scenic pollution risk. All proposed uses in the MD zone will be carefully screened and shall be required to present professional engineering documentation of the proposed level of impact in these areas, as well as any necessary mitigation procedures. The Mountain Green Area Plan Committee, Morgan County Planning Commission and Morgan County Council reserve the right to reject any use proposed that does not fit into the intent of this Area Plan or that poses a significant risk to the community, environment, or local residents.

5.64 Policy: All structures in the Industrial area shall be appropriately designed to minimize the visual impact to the community, using similar mitigating factors of design, color, and material as those required in commercial buildings. In addition, buffer areas of trees and landscaping may be required if necessary to shield industrial areas from residential or viewshed areas.

5.65 Policy: Existing industrial uses and buildings in Mountain Green shall be encouraged to upgrade their facilities to conform to these policies when repairs or modifications to existing facilities are proposed.

5.66 Policy: Any significant expansion of industrial (MD) use or zoning beyond the parcels currently zoned MD shall require, prior to re-zoning or approval, an impact study, prepared at the developer's expense and by competent authority approved by Morgan County. This study shall address all appropriate impacts to the community of the proposed industrial project, including but not limited to: air, water, odor, noise, and view shed impacts, environmental impacts, infrastructure impacts including sewage and waste removal, traffic access and flow, and road condition impact from industrial vehicles, etc. Morgan County shall not approve rezoning or expansion of use in these areas unless the impacts of the proposed use can be shown to the satisfaction of Morgan County and the Mountain Green Area Plan Committee to have been adequately addressed and mitigated.

MOUNTAIN GREEN AREA PLAN
CHAPTER 6
RESIDENTIAL DEVELOPMENT

6.0 Goal: All residential development undertaken in the Mountain Green Master Plan area shall be compatible with the surrounding rural mountain environment, and shall protect the scenic qualities, rural lifestyle and infrastructure needs of the Mountain Green Area.

6.1 Objective: Rural and mountain resort patterns, rather than typical suburban development patterns shall predominate in the Mountain Green area.

6.11 Policy: There are three general residential development patterns that are appropriate for the Mountain Green area. These are: 1) the Town and Resort Center patterns (within the Town or Resort Center Proper), 2) the Neighborhood pattern, and 3) the Cluster pattern. While there may be differences in density, each pattern requires sensitive placement of dwelling units to preserve significant open space and maintain the rural appearance of the community. Conventional suburban development patterns shall be strongly discouraged. (See the residential development guidelines diagrams)

6.12 Policy: In order to ensure that development is compatible with the mountain environment, the open space requirements outlined in this area master plan, the General plan, and in the Morgan County LUMC shall be followed in any significant development project. Morgan County shall determine the most reasonable areas to be preserved as open space based on the criteria in the general development guidelines (Chapter 4) of this area plan and the policies listed below.

6.13 Policy: All residential development in the Mountain Green area within parcels containing sensitive area (SA) district lands must comply with the SA district guidelines found in Chapter 9 of this area Master Plan and in Chapter 14 of the Morgan County LUMC.

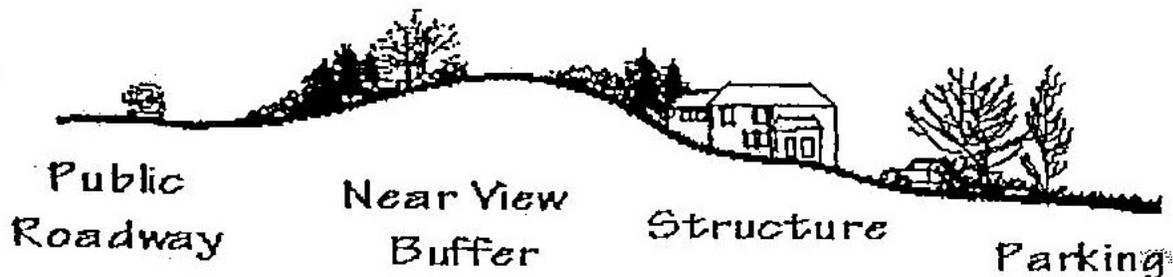
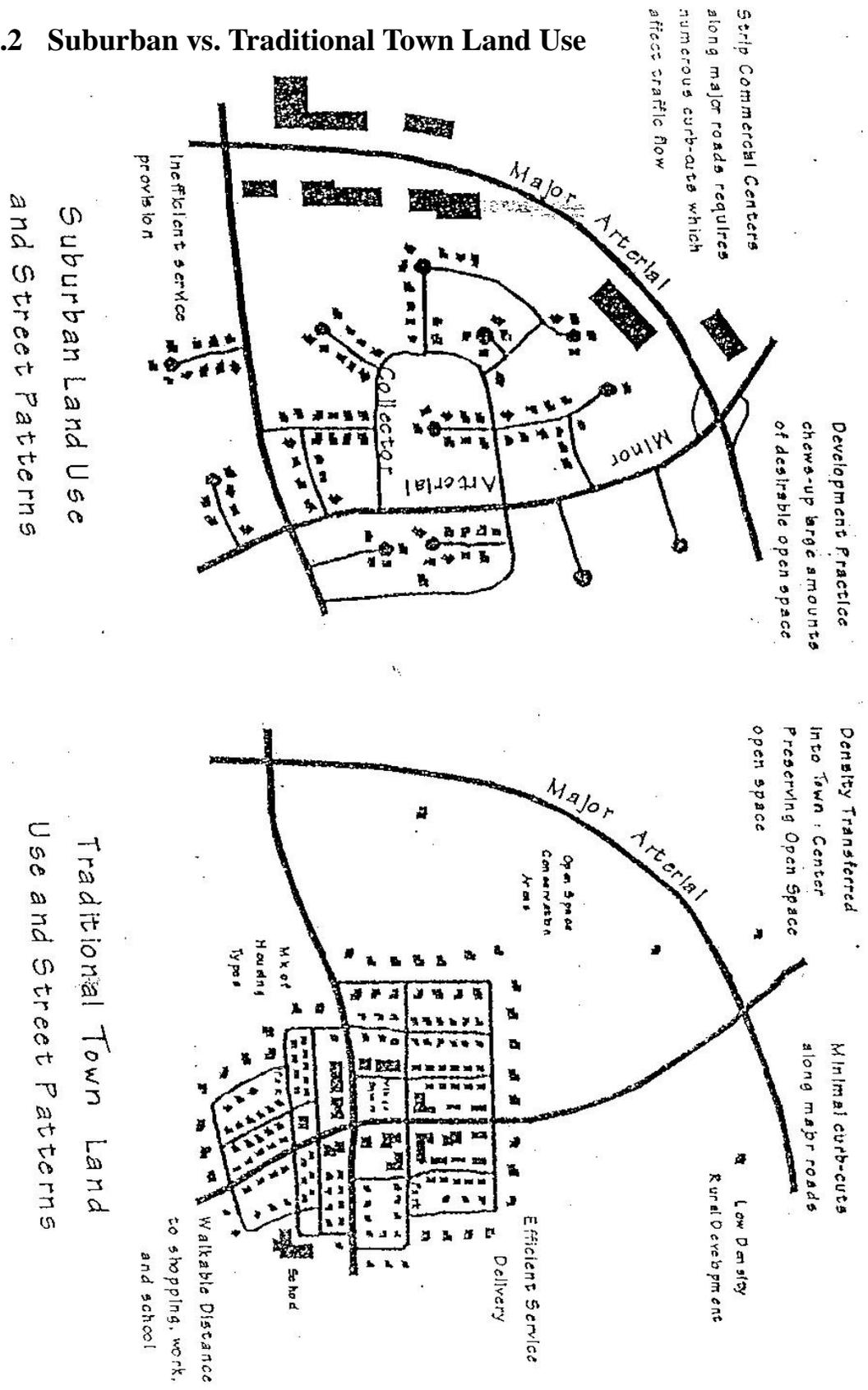


Fig. 6.1, Near View Buffer Principles

Figure 6.2 Suburban vs. Traditional Town Land Use



6.14 Policy: Residential development shall provide adequate natural and near view buffers between all residential structures and all high speed roadways. Providing only a berm between residential dwellings and a high-speed roadway is not considered adequate or appropriate buffering.

6.15 Policy: All new residential developments shall provide significant landscaping to ensure harmony with the surrounding mountain environment. This includes but is not limited to a conscious effort to maintain the natural trees and shrubbery wherever and to the fullest extent possible.

6.2 Objective: Promote an adequate and affordable mix of housing types and sizes to enhance the diversity of Mountain Green in a manner compatible with the character of each neighborhood and to help meet Morgan County's labor force needs.

6.21 Policy: Affordable housing in Mountain Green shall include rental property and ownership opportunities within a variety of housing types, such as condominiums, caretaker/carriage house, multi-family units, duplexes, and single family units.

6.22 Policy: In order to qualify as affordable housing, units must be geared toward the specific needs of those people employed in Morgan County.

6.23 Policy: Affordable housing shall not be provided in a large complex or concentration of buildings. Rather, it shall be appropriately distributed and integrated into the community.

6.24 Policy: Affordable and attainable housing shall be permitted in each neighborhood so long as the specific unit type and design is consistent with the character of that neighborhood. Morgan County shall determine how much housing of these types is necessary to meet community goals.

6.3 Objective: The design and planning of residential development shall enhance the rural appearance of the community, and reflect the development concept of Town and Village Centers.

6.31 Policy: There shall be a balanced mix of unit types, Town and Resort Centers. Outside the designated Town and Resort centers, development will generally be made up of single family detached units.

6.32 Policy: The number of driveway access points along residential roadways within the Town center shall be minimized where possible and practical. Garage doors should not form the principal architectural feature.

6.33 Policy: Appropriate recreational opportunities, including pocket parks, trails and neighborhood facilities that are consistent with the Recreation and Trails Master Plan shall be provided in residential areas.

- 6.34 Policy: Development should preserve, when possible, unique historical and cultural remnants, including historically and culturally significant structures, landmarks, barns and outbuildings. When appropriate based on minimal impacts to surrounding uses, techniques such as density bonuses or flexibility of allowed uses will be considered if they promote the renovation and maintenance of barns and other culturally significant buildings and landmarks.
- 6.35 Policy: A well defined development edge, with open space and rural density development beyond, is an absolute requirement in all Neighborhoods to show compliance with these design objectives. The edge of a center may be natural open space, golf facilities, or other open use recreation or infrastructure beyond which development is limited. Low density residential development may be acceptable beyond the edge of the center, so long as it is consistent with all other development policies of this plan. A significant open space requirement shall be utilized to preserve this open edge character, and it must be demonstrated to the satisfaction of Morgan County that this buffer will be established in perpetuity in such a manner as to comply with the intent of these policies. Open spaces within the center, such as neighborhood parks, plazas and similar areas are required in order to comply with the appropriate design guidelines for a Neighborhood.

MOUNTAIN GREEN AREA PLAN
CHAPTER 7
RESORT CENTER DEVELOPMENT

7.0 Goal: Promote development within designated Resort Centers that will be financially self-sustaining, environmentally sound, and visually compatible with the western mountain community character of the Mountain Green Area Plan. Development in a Resort Center in this Area Plan should also be complimentary to the family-oriented, small-town atmosphere that characterizes Mountain Green.

7.1 Objective: Provide for designated Resort Centers by description and map, and promote balanced and desirable relationships of scale, use and location for development in these centers.

7.11 Policy: Currently the only proposed Resort Center in the Mountain Green area is a partial area, comprising the southern part of the established Snow Basin Resort area. This area is not intended to be an inclusive resort, but is a spill-over area where resort facilities and land overlap into the Mountain Green Area Plan and Morgan County, and thus require guidance from Morgan County as to appropriate development locations and concepts.

7.12 Policy: A Resort Center should contain a balanced mix of recreational, tourist, resort residential, and related tax-base and economic activity. Uses that are appropriate may include predominantly resort related accommodations, (seasonal homes) commercial activity that is consistent in scale and function with the resort nature of the area and surrounding residential neighborhoods, hotel and related uses that support the resort, parks, trails and open space, community facilities and amenities, and other similar uses typically found in a mountain ski resort area.

7.13 Policy: Commercial uses within a Resort Center shall comply with all applicable commercial development guidelines contained within this Area Plan, the General Plan, and the Morgan County Land Use Management Code.

7.14 Policy: Any approval by Morgan County for significant development in a Resort Center will be preceded by receipt of a long-range development plan from the developer for the entire Resort Center. The development process in the Resort Center is encouraged to be done through the MPDR, PRUD, or other appropriate large-scale, flexible, zoning processes rather than by spot-zoning and partial development of the parcel.

7.15 Policy: It is the intent of the Mountain Green Area Plan to build and maintain a cooperative relationship with Resort Centers within its boundaries. Wherever possible, both parties should plan cooperatively in order to eliminate duplication of services and enhance long-range planning efforts. Communication between the Resort Centers and Morgan County on planning issues is essential in order to enhance cooperative efforts and allow for mutual benefits to both parties.

7.2 Objective: Development in a Resort Center shall maintain the western mountain character of Mountain Green while preserving the environmental features, wildlife habitats and viewsheds that make Mountain Green a special place.

7.21 Policy: The uses within the Resort Center shall be unified by common mountain design elements that respect the mountain environment by guiding the type of building materials used, color schemes, landscaping, and streetscape details. Architectural styles should promote variety and vitality. Signage and lighting in all areas of the Resort Center should be conservative and should reflect the mountain environment of the area. Resort areas should be developed in a manner so as to encourage pedestrian movement and de-emphasize the automobile to the extent possible.

7.22 Policy: All development in a Resort Center shall adhere to the general development guidelines outlined in this Area Plan and the Morgan County General Plan, including but not limited to, guidelines promoting preservation of key viewsheds, wildlife habitat, watersheds, open space and other environmental features.

7.23 Policy: Priority shall be given in Resort Centers to public open access spaces, such as parks, squares, public buildings, and other open space. In order to develop beyond the design density zone level, at least some of these open spaces (including view sheds) should be preserved in perpetuity through conservation easements or transfer of development right processes. These open spaces should also, where appropriate, be connected through a trail system to allow pedestrian/equestrian access.

7.24 Policy: Prior to zoning changes or approval of any development plans in the Resort Center area, the developers shall provide to Morgan County a detailed analysis performed by competent authority approved by Morgan County, and paid for by the developer, detailing all potential environmental impacts of the project, including but not limited to, erosion potential, soil stability, viewsheds, wildlife habitat, watersheds, water and air quality, and light pollution. All potential impacts must be thoroughly mitigated by the developer prior to approval of the zoning change or the development concept.

7.26 Policy: Development in the Resort Center shall comply with all policies and regulations regarding Sensitive Areas as outlined in this plan and the Morgan County LUMC, with the exception of some recreational/resort equipment and facilities when, in the opinion of the Mountain Green Area Plan Committee, the Morgan County Planning Commission and the Morgan County Council, such equipment or facilities would substantially advance the goals of this Area Plan and the General Plan.

7.30 Objective: Development in the Resort Center shall be financially self sustaining and shall pay for and mitigate any economic, social and cultural impacts on Mountain Green and Morgan County.

7.31 Policy: Prior to approval of zoning changes or development within the Resort Center, the developers shall present to Morgan County a detailed fiscal analysis of all possible economic impacts to the County, prepared by competent authority approved by Morgan County and paid

for by the developer. This analysis shall describe all fiscal impacts to the County, including but not limited to infrastructure, (sewer, water, garbage, etc.) education, fire protection, police protection, etc. A vested agreement that addresses the proposed mitigation of all fiscal impacts shall precede any zoning change or development approval.

7.32 Policy: Any commercial development in the Resort Center shall be financially self-sustaining, and shall not rely upon the sale of real estate for long-term economic viability.

7.33 Policy: Development in the Morgan County portion of the Resort Center should be a balanced mix of appropriate commercial and resort residential uses. Residential, resort and infrastructure development in the Resort Center shall provide enough commercial tax base to offset the long-term infrastructure costs and impacts of the development to Morgan County.

7.34 Policy: Extensive year-round residential development and/or housing facilities for resort employees is discouraged in a Resort area, and such development would require significant mitigation to offset the considerable educational and infrastructure costs that such development would bring to Morgan County.

7.35 Policy: Developers within a Resort Center should work closely with Morgan County to determine optimum sites and methods for infrastructure development. Wherever possible, resort infrastructure needs should be correlated and connected with existing Mountain Green systems. Roads, trails, and other infrastructure facilities should be carefully planned to provide optimum connectivity and minimum duplication between the Resort Center and other areas of Mountain Green, minimizing infrastructure costs to Morgan County.

**MOUNTAIN GREEN AREA PLAN
CHAPTER 8
INFRASTRUCTURE DEVELOPMENT**

8.0 Goal: Along with growth in Mountain Green will come the need for appropriate levels of service, infrastructure and amenities. The provision of such services and amenities must be undertaken in a manner that does not adversely impact residents in Mountain Green or Morgan County. There must be adequate infrastructure and services in place before development is permitted.

8.1 Objective: Ensure the provision or extension of services, infrastructure, and amenities at a level commensurate with the needs of existing and future residents.

8.11 Policy: In order to ensure orderly growth in Mountain Green and minimize the impact of development on County services, Morgan County shall continue to use all appropriate growth management techniques as stated in Chapter 5 and Chapter 7 of the Morgan County General Plan.

8.12 Policy: Morgan County shall require input from all service providers regarding their ability to provide necessary public facilities and services. Included in this are state and county roads; water rights and source, treatment and storage capacity, transmission , distribution and quality; sanitary sewer treatment facilities, lateral and collector sewers and interceptors and outfall sewers, and septic where allowed; parks and trails; fire protection and response time, water capacity, and pressure; schools; law enforcement and emergency services; all utility sources and cable television.

8.13 Policy: Morgan County shall require that water service providers shall demonstrate the adequacy of source, storage, and distribution facilities to the County before any development to be provided water by the service provider will be approved in the Mountain Green area.

8.14 Policy: All local Improvement Districts in Mountain Green, including but not limited to the Sewer Improvement District, shall set user fees commensurate with the costs of delivering the services to the consumer, including routine maintenance and repairs. The costs of upgrading and repairs of equipment specific to individual uses or subdivisions (i.e., sewage pumping stations, etc.) shall be borne by the consumers that use these improvements. Development, impact, and connections fees shall be preserved in specific funds to be used for infrastructure repairs, upgrades, or improvements to the entire system, including repayment of loans obtained to purchase infrastructure.

8.15 Policy: Appropriate infrastructure and design standards shall be incorporated into the Morgan County General Plan to ensure that development shall provide an adequate water supply for fire fighting purposes, measures for clearing brush and vegetation from around structures, appropriate access, and other mitigations for high, moderate, and low fire hazard areas,

depending on the specific location of a structure.

8.16 Policy: In any instance where development will be served by individual wells, Morgan County shall not issue any residential building permit within the project without evidence of a memorandum of decision from the State Engineer allowing for the use of water serving the project.

8.17 - All development in areas served or to be served by wells shall be required, as part of the pre-development approval process, to supply Morgan County with documentation by competent authority, approved by Morgan County, certifying that the proposed development or use will not adversely impact the existing water sources and wells of the area.

8.18 Policy: All new development shall work toward an integrated single sewer system in order to minimize unsightly and expensive treatment plants and maximize efficiency in the Mountain Green area.

8.19 Policy: Morgan County will not increase density in Mountain Green, other than for development that complies with the General Development Guidelines of the Mountain Green Area Plan and other policies, to justify the extension of infrastructure to serve the development.

8.2 Objective: Promote transportation infrastructure that meets the travel requirements of existing and future residents and visitors, but which is compatible with the mountain, resort, and rural characteristics of Mountain Green.

8.21: Policy: Local neighborhood streets are not just a corridor for moving traffic, but should serve as a place for social interaction, walking, cycling, and playing. When practical, motorized roadways should be constructed, or existing roadways reconstructed, to allow for non-motorized transportation activities either next to or alongside and separated from them. All roadways shall be designed to promote interesting and lively environments for people (residents, pedestrians, bicyclists, shoppers, workers, and recreates) consistent with the goals of the Town, Resort and Industrial Centers and Neighborhoods. No development will be approved unless appropriate consideration is given to pedestrian walkways, bicycle lanes, transit stops, and equestrian pathways regardless of surface, and any other trail corridors identified in the Recreation and Trails Area Plan.

8.22 Policy: Existing and future residents have the right to the least amount of noise and pollution possible, the safest environment possible, mobility, and an environment that foster a rich community life. Increasing mobility through infrastructure expansion at the expense of neighborhood quality of life is not appropriate. Development shall incorporate traffic management and subdivision design features that help reduce speed on collector streets and local streets within Mountain Green and promote principles stated in Policy 8.21. To the extent possible, streets shall form a continuous network through the neighborhood to enhance interaction and service provision. Generally, cul-de-sacs are not appropriate. Any road pattern that is designed to allow traffic to speed through the designated center is not appropriate.

8.23 Policy: Morgan County shall ensure that the roadway system of Mountain Green:

A. Maintains the existing integrity of the road system for the use and enjoyment of the local residents and the public at large and, to the extent possible, ensure that appropriate safety conditions exist;

B. Defines road user expectations concerning the maintenance and general upkeep of each road within Mountain Green;

C. Protects, through the comprehensive management of road usage, the unique character and environmental integrity of the mountain and rural areas and neighborhoods of Mountain Green; and

D. Uses minimum design parameters within a range of appropriate safety standards to discourage high-speed traffic.

8.24 Policy: Morgan County shall identify and preserve local roads in Mountain Green that have unusual or outstanding natural beauty by virtue of the vistas, native vegetation or other natural features present or by the right-of-way, for the use and enjoyment of local residents and the general public. Designated “Scenic Roadways” shall allow special design and other considerations to ensure that the roadway continues to meet the neighborhood goal.

8.25 Policy: The industrial area, major commercial area (Town Center) and significant new residential or mixed use development within Mountain Green shall be connected to the limited access highway (Interstate 84) via multiple major collector roads in order to direct industrial, commercial, and heavy residential traffic to this limited access highway with a minimal requirement of travel through residential areas. Major collector roads in Mountain Green shall continue to be those in place as of the effective date of this plan, identified as Trappers Loop and Old Highway Road, and other future major collectors as needed. The general course of these proposed collectors may be provided for as part of this Area Plan, and shall be constructed in accordance with neighborhood objectives and policies in a manner consistent with the mountain environment of the area. Easements for and construction of these future roadways shall be provided as part of the development costs of each parcel. Minor collectors in the Mountain Green area include Highland Drive, Poll Drive/Creekside Drive, and Cottonwood Canyon road. Existing major and minor collectors, in many cases, will require significant improvements to ensure proper safety and flow considerations and bring them up to current County standards.

8.26 Policy: Morgan County shall coordinate with the Utah Department of Transportation for an appropriate design solution for the Interstate 84 - Trappers Loop interchange. The most desirable solution shall be one that is most compatible with the mountain environment, and minimizes the impact on adjacent residential neighborhoods and existing and future businesses.

8.27 Policy: Access shall be regulated and minimized to the extent possible along major collector roadways. Property owners shall be responsible for coordinating access to optimize the location of roadway intersections. Morgan County shall actively pursue placement of traffic signs and

medians to more effectively control traffic movement and improve safety. Major collectors shall be designed in a manner to provide connections between activity centers, but shall not be used as the primary means to access properties along the roadway. It is the intent of this policy that access to properties along major collectors shall be through collateral streets with minimal access points on to the major collectors, in order to improve traffic flow on major collectors and isolate residential and commercial districts from higher speed roadways.

8.28 Policy: There shall be landscape enhancement along all roadways, the nature of which shall be determined by the specific location of the roadway, and at all major entryways. Appropriate landscaping including existing mature and/or significant new trees, shall be installed on all public and private streetscapes in conjunction with the installation of the road infrastructure. Guarantees for installation and maintenance shall be required, as these are public improvements.

8.29 Policy: Private roads, including secondary access roads, must be able to provide adequate access on a year round basis. Exemptions from secondary access or year round access and maintenance requirements shall be permitted in mountain/remote and environmentally sensitive areas only when the Mountain Green Fire District determines that provisions for life, safety, and firefighting can and have been appropriately addressed.

8.3 Objective: Develop equitable methods and techniques to ensure that growth and development pays its fair share and assumes appropriate responsibility in extending existing or providing new infrastructure, services, and community amenities at appropriate levels and standards.

8.31 Policy: Morgan County shall require that all development is subject to the payment of appropriate development or impact fees, including but not limited to sewers, fire, parks and trails, and roads.

8.32 Policy: New development shall not result in a reduction of the quality of or an increase in the individual cost of any County, Service, or Improvement District services, facilities, and programs provided to the residents of Mountain Green or Morgan County as measured before the development occurs.

8.33 Policy: Require the establishment of a development improvements agreement by the developer before final approval is granted to a development project. The agreement shall establish reasonable guarantees, including financial obligations that obligate the developer to comply with representations made to gain project approval. The agreement should address all roadways, landscaping and grading, drainage improvements, and any other site improvements or public facilities included in the development approval. The agreement shall require a warranty on the functionality of these improvements for a period of at least (2) years from the date of completion.

8.34 Policy: No infrastructure will be accepted by Morgan County before adequate revenues or financial guarantees to maintain the project infrastructure are received by Morgan County from that development.

MOUNTAIN GREEN AREA PLAN

CHAPTER 9

SENSITIVE AREAS

9.0 Goal: All areas in Mountain Green that would be especially sensitive to development due to natural hazards, environmental impacts, important aesthetic or cultural qualities, or significant distance from existing infrastructure shall be identified, and development in these areas shall be strongly discouraged. Any development proposals for these areas shall be closely scrutinized and would require significant mitigation in order to proceed.

9.1 Objective: Areas in Mountain Green that would be especially sensitive to development impacts shall be identified by map.

9.11 Policy: Areas in Mountain Green that are less acceptable for development due to significant natural hazards, environmental impacts, important aesthetic or cultural qualities, or factors requiring uneconomic extension of public facilities and services, as described in this chapter of the Mountain Green Area Plan, shall be considered as being in a Sensitive Area Overlay District (SA district) as per Chapter 14 of the Morgan County LUMC, and may be designated on the Mountain Green Area Plan Land Use Map.

9.12 Policy: Areas designated on the Land Use Map as being in an SA district shall also carry designations describing the type of sensitivity present in that particular area. Any proposed development in these areas shall correspond to and be in compliance with all applicable policies in the Mountain Green Area Plan, and the Morgan County LUMC.

9.13 Policy: Prior to any development approval, Morgan County shall require developers to have a detailed analysis of the property done at the developer's expense, performed by qualified experts chosen by Morgan County, to determine the presence, location, and extent of any sensitive area impacts, including but not limited to natural hazards, environmental impacts, watershed impacts, viewshed and aesthetic impacts, and all other impacts specific to the property in question. This analysis should outline all possible impacts from the proposed development, and include any proposed mitigation of the likely impacts. It must be demonstrated to the satisfaction of Morgan County that all such impacts have been properly mitigated before approval of any development is given.

9.14 Policy: All lands in Mountain Green that lie within a 100 year flood plain, jurisdictional wetlands, show signs of geologic hazards such as earthquake, avalanche, or soil instability, or contain slopes of 15% or greater shall be part of the SA district overlay, as per Chapter 14 of the LUMC, and shall require additional review of proposed uses prior to development.

9.15 Policy: Morgan County may allow certain development incentives to promote the rehabilitation of important but previously damaged environmental features of the Mountain Green area.

9.16 Policy: In the event that a legally created parcel or access to a legally created parcel consists entirely or mostly of undevelopable land and there are no permissible locations to develop on the parcel, (as allowed by this plan and the LUMC) then the property owner may be allowed to locate density in a Town or Resort Center or Neighborhood through a Transfer of Development Rights, MPDR, or similar process.

9.2 Objective: Development in areas of significant known natural hazards shall be prohibited, and development in areas of high potential for natural hazards shall be strongly discouraged and mitigated.

9.21 Policy: Prohibit development or construction on lands which, based on competent evidence, is found to be unsuitable for the activity due to inadequate soil conditions that have or can result in slide conditions or show evidence of avalanche history.

9.22 Policy: Due to the effect of septic systems on land stability and water resources, all higher density development shall be required to connect to public sewer infrastructure or install a package sewer treatment facility that is designed to be connected to the public sewer infrastructure in the future. Morgan County shall allow individual septic systems only on lots where rural infrastructure standards are deemed appropriate and soil conditions are found acceptable by the Morgan County Health Department and competent engineering advice.

9.23 Policy: Development in sensitive areas should leave as much of the site as possible undisturbed and full of natural vegetation. Disturbed areas shall be promptly re-planted with erosion-resistant or indigenous plant species.

9.24 Policy: Drainage control from roofs, driveways, parking, and roads shall be addressed in all SA districts to ensure that erosion and/or slope failure are prevented.

9.25 Policy: Road and structure placement shall be designed in all SA districts to minimize the extent of cut and fill required. All cuts and fills shall be designed to be stable, and a stabilizing wall shall be used where excessive cuts or sloped fills would be required for stability. Cuts and fills shall be balanced so that the overall flood-storage capacity of the floodplain remains constant.

9.26 Policy: Construction in FEMA designated floodplains or areas shown by competent authority to be at significant risk for flooding is strongly discouraged. If development occurs within these areas, buildings should be sited on specific locations on the property that have the shallowest potential flooding, are furthest from the central floodplain area, and/or be flood-proofed to an appropriate height to be above the 100 year flood level.

9.27 Policy: Adequate emergency access is essential to all development in SA districts where flood or wildfire potential is significant. Development with single access in these areas shall be prohibited.

9.28 Policy: Development in areas of significant flooding, landslide, storm hazards, earthquake,

avalanche and wildfire risks, and areas far removed from the central development areas of Mountain Green, shall be required to list on the plat maps that public services to control or mitigate these hazards may not be available to residents in these areas. Buyers of lots in these areas should be required to sign agreements that acknowledge that Morgan County is not liable for damages to health, life, or property due to limited access to public services for these hazards.

9.29 Policy: Slope sensitivity shall be evaluated as follows:

A) Parcels containing slopes of from 15% to 25% will require moderate levels of review, but are generally buildable, provided that all viewshed, natural hazard, environmental, esthetic, and infrastructure concerns as outlined in this Area Plan and the Morgan County LUMC are adequately addressed. These parcels may, at the discretion of the Planning Commission and County Council, require lot restrictions to limit the location of structures to those portions of the lot that will minimize the sensitive area impacts. (i.e., flatter slope areas, more stable soil, viewsheds, etc.) Lots in parcels with these slope ranges may need to be larger in order to minimize cuts and fills, and many steeper areas of the parcel may be inappropriate for any development at all, and should be left as open space.

B) Parcels consisting mainly of slopes of greater than 25% are generally unbuildable due to soil stability, viewshed considerations, earthquake risk, erosion potential, and infrastructure concerns. Development in these areas, including roads, will be allowed only when they serve a compelling public need, significantly advance the overall goals of the Area Plan and Morgan County General Plan, and can be shown to the satisfaction of Morgan County to adequately address and mitigate all sensitive area concerns as outlined in this Area Plan.

9.3 Objective: Development in areas of significant environmental impact risk shall be restricted or prohibited.

9.31 Policy: Riparian areas (areas adjacent to streams, lakes, wetlands, and floodplains) shall be subject to the same code and Area Plan requirements as those listed for floodplains, in order to protect them from developmental damage.

9.32 Policy: Development buffers will apply to all riparian areas. For smaller streams such as Gordon Creek, Cottonwood Creek, Dry Creek, etc., development will not be allowed within 25 feet of the stream bank. Development within 50 feet of the bank of any lake or large pond will not be allowed. For the Weber River, no development will be allowed within 100 feet of the stream bank. Preservation of streamside vegetation shall be strongly encouraged. Development in riparian areas shall allow a maximum of ten percent (10%) of the total lot area to be disturbed in any way. Lot areas disturbed by development should be replanted with native vegetation to the greatest extent possible in a timely manner.

9.33 Policy: Development in areas of critical wildlife wintering range, birthing areas, migration corridors, and significant, sensitive wildlife habitat areas as identified by the Utah Division of Wildlife Resources shall be evaluated on an individual basis to assess impact. Open space shall be situated, whenever possible, so as to advance the goals of wildlife and habitat preservation in

the Mountain Green area

9.34 Policy: Any development that would be detrimental to air or water quality in the area shall be prohibited. Development on watershed areas shall be closely scrutinized, and shall be allowed only when, in the opinion of competent authority, the development will not impact water quality or availability.

9.4 Objective: Development in areas that have significant cultural or aesthetic value shall be strongly discouraged.

9.41 Policy: Proposed development in areas that are included in the SA district due to their cultural or aesthetic value to the community shall be carefully scrutinized. It is preferable for such areas to be used as conservation easements or transfer of development rights to preserve these areas in perpetuity, and property owners will be strongly encouraged to use this option in developing their property. Reasonable and significant bonus densities in other development areas will be allowed to developers who engage in these types of development agreements with Morgan County in order to preserve these sensitive areas.

9.42 Policy: Development on lands that are included in SA districts due to their aesthetic value may be allowed under certain restrictions. Adequate mitigation of all environmental, viewshed and other impacts must be met, and compliance with the development guidelines outlined in Chapter 4 of this plan is mandatory for development in SA districts.

9.5 Objective: Development of lands which are in SA districts because of significant distance from or restrictions in regards to public infrastructure shall be discouraged.

9.51 Policy: Lands which are of a significant distance from the existing public facilities and services may be placed in an SA district. In addition, land which, because of topographical or other restraints, would require an uneconomic extension of public facilities or services may also be placed in an SA district.

9.52 Policy: Residential or commercial development on property included in SA districts due to infrastructure or public services limitations shall be strongly discouraged, since the increased economic cost of providing police, firefighting, sewer, water, garbage collection and other services significantly outweigh the tax revenue collected, and add an undue economic burden on the rest of the county. Significant mitigation would be required in order to allow development in these areas. Transfer of development rights from this type of property to more appropriate development areas or development plans that involve clustered housing concepts to help alleviate these limitations would be preferred.

MOUNTAIN GREEN AREA PLAN
CHAPTER 10
TOWN & NEIGHBORHOOD MAP-DENSITY/USE LEVELS

- A. **INSIDE TOWN CENTER AREA:** Mixed commercial and residential development density shall be in accordance with the Central Development Zone (CD) and in compliance with General Plan and Area Plan principles. All development is to conform to the development pattern of the Mountain Green Town Center design, including:
1. The central portion of the Town Center as outlined on the map is best suited for pedestrian oriented retail businesses and mixed residential/commercial use such as retail shops, restaurants, grocery stores, living space above commercial uses, etc., with streets and businesses surrounding the central park/green space, as per the Town Center Diagram.
 2. The outer portions of the Town Center are best suited for vehicle oriented commercial activities, such as grocery stores, banks, hardware stores, medical treatment facilities and offices, service stations, family truck stop, hotels, etc.
 3. No commercial development on the west side of the proposed Trapper's Loop Road, between the Old Highway and I-84. There is to be a berm and vegetation buffer on the west side of the proposed Trapper's Loop extension, both to separate the road from future residential development further west of the road, and to allow for future expansion of the right of way if needed.
 4. The proposed Trapper's Loop Road extension from Old Highway to I-84 shall be designated as a 90 foot right of way, to be built with a wide, central, tree lined median and initially with only one lane of traffic each direction. This will leave the future potential for widening the road to two lanes each direction by narrowing the median.
 5. The proposed Trapper's Loop Road extension from Old Highway to I-84 shall have dedicated exits into Mountain Green only for road access and not for individual businesses. There shall be no curb cuts onto the Trapper's Loop Road itself. Businesses shall front onto other streets in the Town Center rather than Trapper's Loop Road, requiring that motorists exit the Trapper's Loop Road in order to enter the town center itself or to utilize its businesses.
 6. A suggested speed limit of 35 mph along the lower portion of the Trapper's Loop Road, from the school site to I-84, and along Old Highway within the boundaries of the Town Center. There shall be a four way stop or traffic light at the Old Highway Road/Trapper's Loop intersection.
 7. Preservation of a band of open green space between the developed areas of Mountain Green and I-84, to serve as a visual and noise buffer and reduce the

future need for sound barriers.

8. An additional landscape buffer to be maintained between and commercial development south of Cottonwood Creek and the rest of the Town Center, to separate this commercial development from other commercial and residential areas in the Town.
9. Any proposed future truck stop is to be designated as a family truck stop and as with all businesses in the town of Mountain Green shall conform in appearance, sales and signage to the rural appearance and family values expressed in the General Plan.
10. Preservation of the pond area near the I-84 rest stop as open space, with future trails and public access.
11. Appropriate space is to be reserved for future municipal buildings within the Town Center, in reasonable proximity to, but outside of, the central pedestrian oriented retail area.

B. INSIDE NEIGHBORHOOD AREAS:

1. Maximum residential development density as follows:
 - a. Slopes less than 25% slope=1 DU/0.8 ac
 - b. Slopes greater than 25% slope=No development as per Morgan LUMC
2. Minimum lot size allowed=1/4 acre

C. INSIDE TOWN BUT OUTSIDE TOWN CENTER OR NEIGHBORHOODS

1. Maximum residential development density as follows:
 - a. Slopes less than 25% slope=1DU/20 acres, or as per Morgan Co. LUMC
 - b. Slopes greater than 25% slope=No development as per Morgan Co. LUMC
2. Minimum lot size allowed=1/2 acre

D. BASE DENSITY ZONING LEVELS

1. For purposes of proposed development, the base zoning of an area will be no more than 50% of the maximum residential development density, or the existing zoning, whichever is of greater density.
2. The acreage figure used in density calculations will be the total acreage of each slope within the proposed development area, minus any ground deemed to be sensitive areas. (Unstable ground, avalanche danger, flood zone, ridge lines, slopes >25%, etc.)

3. Moving from base density to maximum density will generally be done through flexible zoning processes (PRUD, PUD, MPDR, etc.) but may also be accomplished through a combination of rezoning and transfer of development rights. Regardless of the process used, all rezoning shall be contingent upon a concept plan and associated development agreements.

4. These maximum development densities are to be utilized in reviewing each separate re-zone or subdivision application within the Town of Mountain Green, and the densities shall apply only to the property under consideration in the application itself. Attainment of maximum residential development density assumes the highest possible conformance to the principles of the General Plan and Mountain Green Area Plan principles, including but not limited to: Minimal fiscal impact, preservation of important viewsheds and other sensitive areas, significant level of amenities including parks, school sites, trails, etc., superior design, and significant open space preservation. Also, all planning and zoning decision related to any residential development within the airport overlay zone shall comply with the development guidelines set forth in "Compatible Land Use Guide for Utah Airports," published by the Wasatch Front Regional Council, December 2000 or later as amended.

2010 Mountain Green Area Plan Update



Adopted by the Morgan County Council

Adopted by Ordinance CO-10-01, February 2, 2010

As an amendment to the Morgan County General Plan

Introduction. The Mountain Green Area Plan, originally adopted by the Morgan County Council in 1994, was most recently amended in June 2005. The 2005 Mountain Green Area Plan was a comprehensive analysis and set of policy statements intended to guide the future growth in Mountain Green. Area plans are an identified element of the Morgan County General Plan and provide specific guidance on land use and development policy within discrete geographical areas.

Since the 2005 area plan, community ideas on growth were further developed during the public process surrounding the Mountain Green Design Assistance Team (DAT), led by a professional team by the American Institute of Architects between October 21 and October 27, 2007. The process surrounding the DAT led to public meetings, discussion, and recommendations by the Mountain Green Area Plan Committee. These recommendations, through much debate, were forwarded to the Planning Commission.

The Planning Commission considered these recommendations thoroughly as they prepared their recommendations for the Mountain Green Area Plan to the County Council for adoption as part of the General Plan. Under the provisions of Utah State Law, the Planning Commission is given the formal responsibility to make recommendations to the Governing Body regarding the General Plan for Morgan County. The recommendations contained herein constitute an update to the Mountain Green Area Plan and Morgan County General Plan, specifically as they relate to the future land use map, certain land use and design recommendations and a proposed trail system. If in conflict with previous recommendations, the 2009 Mountain Green Area Plan policy goals and objectives and maps will supersede and are considered an update the General Plan for the Mountain Green Area of Morgan County.

This plan update covers three main topical areas, which are more specifically enumerated below: future land use, policy goals and objectives, and a proposed trail network.

Future Land Use Map

In order to continue to define what Mountain Green is, a boundary for the Mountain Green Area Plan was created based on the 2005 plan map boundary, with the addition of known boundaries for approved planned unit developments, such as Rollins Ranch, the Cottonwoods, and Northside Creek. Additionally, Interstate 84 is deemed to be the southern boundary of Mountain Green. The Area Plan boundary contains approximately 5,718 acres. South of I-84 is considered more appropriately influenced by the goals and objectives of the Peterson Area Plan, although many important land use relationships exist between the two areas. Land use plans and maps are important policy recommendations that should influence the future development of zoning districts and land use ordinances. As recommendations, the specific boundaries of lines on the

map should be interpreted somewhat flexibly with the overall land use objectives in mind. Land use objectives from one area plan may ultimately influence the development in another area, as all recommendations fall under the umbrella of the Morgan County General Plan.

In addition to land use categories and recommendations, the Future Land Use Map also acknowledges a future new interchange on I-84, which would significantly affect the development of the Mountain Green Town Center and transportation patterns in this area of Morgan County. Stream buffers, 100 feet on each side of four major drainages in the area, are proposed to assist in guiding future development and protection ordinances. Much of the land use map from 2005 has remained intact, specifically relating to the residential neighborhoods. However, the DAT process and subsequent discussions have led to the re-evaluation of the land uses within the Town Center, which constitute the most significant changes to the future land use of Mountain Green.

Existing zoning does not change when the Future Land Use Map is adopted. Future steps, either initiated by the property owner or Morgan County, are required to effectuate zoning changes. Some existing zoning may be in conflict with the recommendations presented herein.

Future Land Use Map Category Descriptions

The Future Land Use Map presents category descriptions in the legend which necessitate further clarification, and are described below.

Residential Neighborhoods. These areas are found outside of the Town Center and should be developed in accordance with recommendations for density found within the 2005 Area Plan document, Chapter 10, and the Land Use Management Code. Historically, residential densities in these areas have ranged between 1.0 and 1.6 units per acre, and have utilized flexible subdivision design tools such as Planned Unit Development or Planned Residential Unit Development.

Non-designated Areas. Areas without specific land use classifications are considered to be outside of neighborhoods or the Town Center. These areas are deemed least appropriate for growth and development and should only develop pursuant to their existing low density zoning.

3 Dwelling Units Per Acre. These areas are encouraged to be developed in medium density, single family development, not to exceed three dwelling units per gross acre.

4 Dwelling Units Per Acre. These areas are encouraged to be developed in medium density residential development, not to exceed four dwelling units per acre. The proximity of these areas to commercial development may make them appropriate for

mixed use development, in conjunction with commercial development, and which may include attached housing products.

5 Dwelling Units Per Acre. These areas are encouraged to be developed in high density residential development, not to exceed five dwelling units per acre. The close proximity of these areas to commercial development makes them appropriate for housing development as a mixed use development, only in conjunction with commercial uses. Attached housing products are anticipated.

Vehicle Oriented Commercial. These areas are anticipated to serve the needs of the travelling public, and are anticipated to develop in a variety of commercial models. Stand alone establishments, commercial strips, and auto-oriented establishments with drive-thrus are all likely. These areas will not typically contain mixed use residential development models.

Airport. This area designation carries through from the 2005 Area Plan map and shall develop in a manner consistent with the Airport Overlay Zone and existing zoning. Some light industrial development is located within this area.

Recreation. This designation acknowledges existing facilities, such as Kent Smith Park and the bowery owned by the LDS Church. No new recreation facilities are proposed.

Plaza. This designation acknowledges the desire to include a plaza or more traditional town square within the Town Center. As depicted, an approximately five acre plaza is desired in the area. A plaza is intended to be for the overall benefit of the community, but will not be constructed by Morgan County. As such, the construction of a plaza will need to take place through agreements for a coordinated mixed use development by a Master Developer.

Goals, Objectives, and Policy Statements

The DAT process and proposals led to the formulation of discussion of many policy goals and objectives. It is difficult to cut and paste from a document intended by the AIA to be used in its entirety (the entire document is attached to the area plan document as a non-binding source document). However, in addition to the Future Land Use Map, the following recommendations are adopted to guide future growth and development in Mountain Green:

1. That the design recommendations in the DAT should be utilized in formulating specific design ordinances for Mountain Green. Care should be taken to avoid modernist architectural design. A common western mountain heritage design theme with generous use of timbers, logs, natural stone, and colors which compliment the mountain environment is encouraged.

2. That ordinances which implement the Area Plan are put in place by the County Council as soon as practicable.
3. That the County Council continues to place emphasis on workable and effective public infrastructure in the Mountain Green Area.

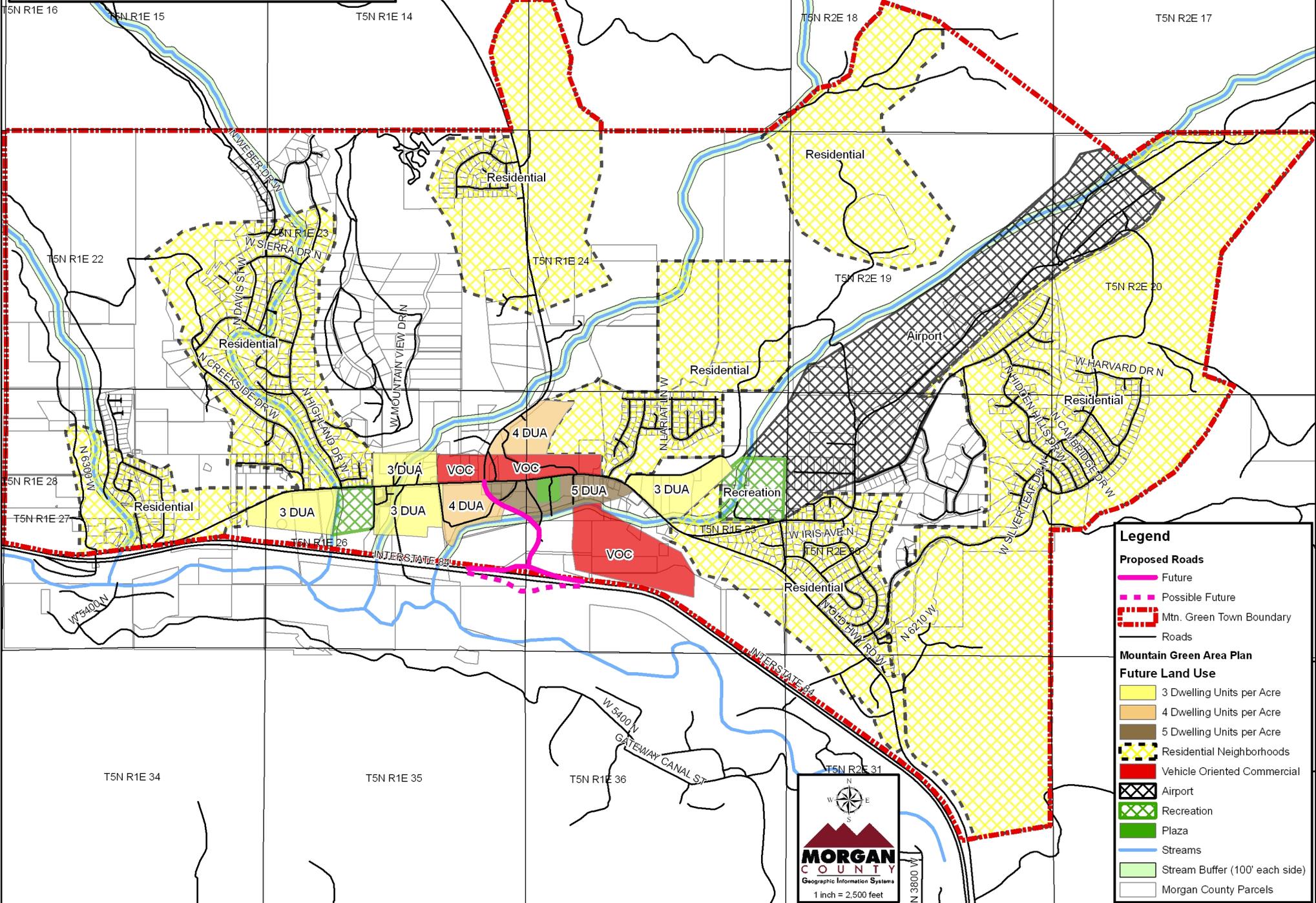
Trails Map

Increased recreational opportunities are important to realize as a community grows and changes. A trails map for the Mountain Green Area is hereby adopted to help guide future growth toward the goal of an integrated trail system. It is understood that trail facilities are typically planned for and constructed during residential development, and negotiated as part of the master planning process. Alternatively, lands may be purchased for such purposes. Government entities cannot compel the construction of trails on private land.

Mountain Green Area Plan Future Land Use Map

Adopted - February 2, 2010

Exhibit A



Legend

Proposed Roads

- Future (Pink solid line)
- Possible Future (Pink dashed line)
- Mtn. Green Town Boundary (Red dashed line)
- Roads (Black solid line)

Mountain Green Area Plan Future Land Use

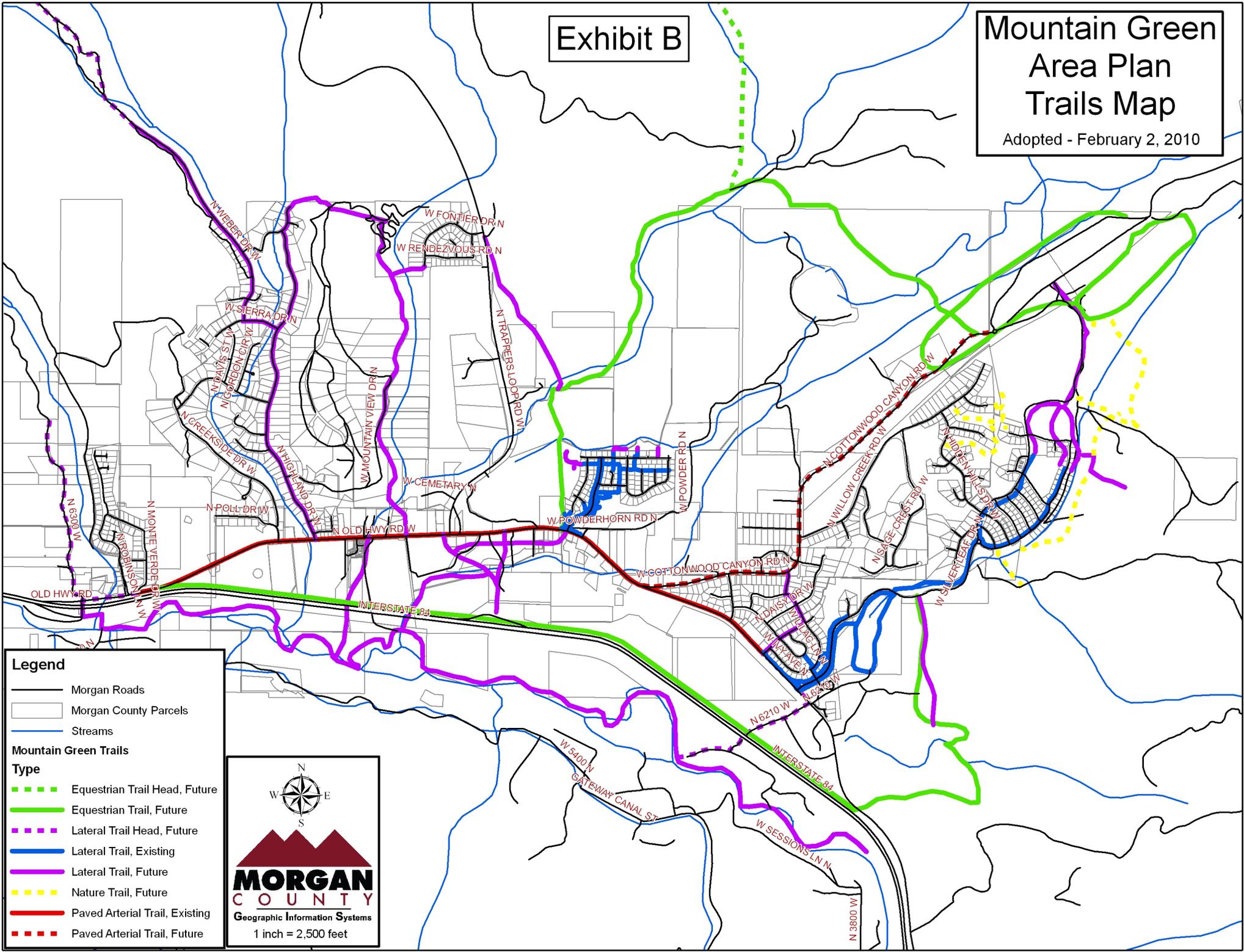
- 3 Dwelling Units per Acre (Yellow cross-hatch)
- 4 Dwelling Units per Acre (Orange cross-hatch)
- 5 Dwelling Units per Acre (Brown cross-hatch)
- Residential Neighborhoods (Yellow cross-hatch with black outline)
- Vehicle Oriented Commercial (Red solid)
- Airport (Black grid)
- Recreation (Green cross-hatch)
- Plaza (Green solid)
- Streams (Blue lines)
- Stream Buffer (100' each side) (Light green solid)
- Morgan County Parcels (White with black outline)



Exhibit B

Mountain Green Area Plan Trails Map

Adopted - February 2, 2010



Legend

- Morgan Roads
- Morgan County Parcels
- Streams

Mountain Green Trails

Type

- Equestrian Trail Head, Future
- Equestrian Trail, Future
- Lateral Trail Head, Future
- Lateral Trail, Existing
- Lateral Trail, Future
- Nature Trail, Future
- Paved Arterial Trail, Existing
- Paved Arterial Trail, Future

MORGAN COUNTY
Geographic Information Systems
1 inch = 2,500 feet

Peterson Area Plan

April 2005

The Morgan County Planning Commission established a committee in April, 2004, for the purpose of updating the Peterson Area Master Plan. This committee was assigned the task of recommending to the Commission how development should take place in the Peterson area in the years ahead, all within the guidelines of the 1999 Morgan County General Plan. The committee was composed of residents of the Peterson area community. The committee met twice a month to consider the various options of community growth and what could be recommended to direct the growth of the Peterson area as a "Village" as defined in the 1999 Morgan County General Plan. A survey was delivered to every resident and property owner in the Peterson area in 2004 to receive input from the community. Minutes of a committee meetings and results of the survey are available at the Morgan County Planning and Zoning office.

The recommendations in this report reflect the thinking of the Peterson area residents and the committee members. Efforts were made to keep the recommendations within the guidelines of the 1999 Morgan County General Plan. However, some recommendations vary from the general plan, and the mitigating reasons are listed for the variations. It was felt that these changes are critical to have the Peterson community grow in a manner that would allow for growth, recognize private property rights, and maintain the established values offered by a rural setting.

Peterson community members are encouraged to read this report and attend the public hearing that will be held before the Morgan County Planning and Zoning Commission. The date of the public hearing is

The committee members were as follows:

Mike Whittier, Chairman,(non voting), Brenda Crossley, Lynn Milliner, Dave Carrigan, Allison Apedaile, Becky Lucas, Julie Croft, Randy Sessions, Scott Ellis, Laurel Hoopes, Kristi Giles, Ron Whitear, Kelly Wright (non-voting), Clark Waldron, Vern Young, George Archibeque, Brent Bohman, Jody Mecham.

Larry Kobe served on the committee prior to his passing. The committee members recognize Larry's contribution to the committee and his community.

RECOMMENDATIONS for CODE CHANGES FROM THE PETERSON AREA MASTER PLAN COMMITTEE to MORGAN COUNTY PLANNING AND ZONING COMMISSION

*It is recommended that 1 cabin be allowed on every 160 acres on land zoned F-1 or MU-160.

*The Peterson Area Plan committee can recommend clustering only if open-space lands not in the cluster have all future development rights removed so that no infilling can occur at a later date.

*Peterson Area Plan committee envisions and expects all costs associated to develop are the responsibility of the developer, i.e., sewer, roads, water lines etc..

*Peterson's setting, near mountain terrain, lends itself to a majestic, rustic, country feeling. In keeping with the topography of such a setting, it is suggested that more rural standards of development be used. The use of trees and shrubbery should be enhanced in development in defining property lines. It is also suggested that as development occurs, that paths and walkways not look urban with asphalt or concrete but materials be used that give a natural feel ie., rock, stamped masonry or wood

Boundary of Peterson Area Plan

The boundary for the Peterson area plan is Dalton Creek on the south. The boundary then follows Dalton Creek to the top of the mountains to the Morgan-Davis County line. The ridge of the mountains is the western boundary going north, until intersecting the Weber River. The boundary then heads east following the Weber River until returning to the point where Dalton Creek enters the Weber River. The Peterson area boundary includes the Bohman Dry farm and homestead on the east side of the freeway.

Village boundary

The boundary of the village begins on the south end of the Meadow Brook subdivision. The boundary then goes east to oil and gas pipeline right-of-ways, from there, north along oil and gas right-of-ways to the property line of the Whittier Family trust, then east to the Weber River. From that point, the village boundary follows the Weber River to the end of Sessions property in section 31. From that point the boundary returns south, following the Weber Basin Canal until arriving at the Peterson Creek road. The boundary includes the area from the lower cemetery road over to Peterson Creek. The boundary would then follow the canal until returning to the Meadow Brook Subdivision, the starting point.

The Village boundary for Peterson was designed with the following issues considered:

1. Topography
2. Natural Boundaries
Weber Basin Canal as boundary on west side of village
Weber River as boundary on east and north sides of village
3. Area currently served by Peterson Pipeline Association.
4. Allows for future growth of existing water system and considers development of sewer system if needed in the future.
5. Recognizes existing 1/2 acre zoning on the south end of Peterson beyond 3000 feet from the Village Center.

6. Allows for future roads
7. Compliments rural atmosphere currently in place with less dense zoning moving away from Village Center.

On the enclosed map, the village outline is the contiguous red line.

Zoning Recommendations with in the Village

Nothing less than R-120 (1/2 acre lots) is recommended in the Peterson Area Plan.

R1-20 Zoning (1/2 acre lots)

All 1/2 acre zoning is with in the village boundary. Areas already zoned 1/2 acre will continue including Meadow Brook and Old Peterson Township.

New 1/2 acre zoning is proposed for the following areas. Starting south of Peterson Creek, land west of fuel lines and a future proposed road will be 1/2 acre. This area ends at the south boundary of the village and the south boundary of Meadow Brook. It is recommended that land on the north side of Peterson Creek up to and including land owned by Shepard Family Trust and land that lies east of the fuel lines be zoned 1/2 acre. This would extend to the Weber River on the east. The area above the canal on Peterson Creek Road, extending from the lower cemetery road over to Peterson Creek is also recommended to be 1/2 acre zoning.

RR-1 Zoning (1 acre lots)

One acre zoning in the village boundary is recommended in two areas. Starting south of Peterson creek, land east of fuel lines and a future proposed road would be zoned 1 acre. This area ends at the south boundary of the village and the south boundary of Meadow Brook. The land owned by Sessions located between their current access road and the Shepard Family Trust is recommended to be zoned 1 acre.

RR-5 Zoning (5 acre lots)

Five acre zoning with in the village is recommended in two areas. Those being property west of fuel lines and north of road going to Whitear Family Recreation Center and land between Sessions access road and north to the Weber River.

Commercial Buffer (CB) Commercial Highway (CH)

Commercial Buffer includes Rex Jensen property 4325 N. 3800 W., adjacent to Hinds Quick Stop, back 300 feet.

Commercial Highway includes both sides of 3800 W. from and including Hinds Quick Stop and the Freeway access road on the north to Peterson Creek on the south. The

boundary on the east side is the Weber River. The boundary on the west is 300 feet back from Morgan Valley Drive.

Zoning Recommendations Outside the Village

RR-1 Zoning (1 acre lots)

It is recommended that a 1 acre zone be extended south outside of the village boundary. The 1 acre zone would be west of existing fuel lines, along a future proposed road on properties currently owned by Bohman Ranches, Margaret Bohman, J-Ron Ranch, Fearn Family, and Rex Jensen. Land currently zoned 1 acre along Morgan Valley Drive would remain RR-1.

RR-5 Zoning (5 acre lots)

Outside the village, land owned by Sessions in section 36 between the Weber Basin Canal and the Weber River is recommended to be zoned 5 acre. Land currently zoned 5 acres south of Peterson and outside the village boundary is recommended to remain 5 acre.

RR-10 Zoning (10 acre lots)

Lands outside the village boundary, south of Peterson and east of the fuel lines are recommended to be zoned 10 acre. This would include land east of proposed future road and currently owned by Bohman Ranches, Margaret Bohman, J-Ron Ranch, Fearn Family, and Rex Jensen. Land currently zoned 10 acres outside the village is recommended to remain 10 acre.

A-20 Zoning (20 acre lots, agriculture use)

A-20 includes lands along the Weber River not described above and the Bohman Dry farm and homestead east of the freeway. It is recommended that a rural cluster be used with any development of the Bohman Property. Lands above the canal west of Peterson in Sections 36, 1, 6, 7, 18 and 17 zoned A-20 will remain A-20. It is recommended that the SW quarter of Section 36 and the SE quarter of Section 1 be zoned A-20.

MU-160(Multiple use 160 acres required)

MU-160 is recommended on the East half of section 35, NE quarter of section 2, West half of section 1, North half of section 12 and SE quarter of section 12, SW quarter of section 7, West half of section 18 and SE quarter of section 18.

F-1 (Forest)

Lands in sections 33,34,35,4,3,2,9,10,11,12,16,15,14,13,21,22,23,24,19 in the Peterson Area plan not mentioned above are to be considered F-1.

WATER

Water and water quality are primary concerns of the current residents. Currently the culinary water needs are being serviced by Peterson Pipeline Association and by private wells. There are approximately 30 more connections available through the Peterson Pipeline Association, without expansion, to service future growth. Well head protection of each well in the study area is critical to the health of the community members. Maintaining the integrity of the springs in the area is also vital. There are two major creeks in the study area, Dalton Creek and Peterson Creek. Care needs to be taken so that these watersheds are not impacted, as they are vital to the land owners for irrigation purposes and future culinary water use. There are numerous private ditches in the area and a pressurized secondary system in the Old Peterson Township. These ditches need to be maintained and preserved. Weber Basin Conservancy District owns and maintains a canal that flows through the study area. Peterson Pipeline Association could supply future growth with an expansion to its current system.

SEWER

Sewer requirements are given and over seen by Weber-Morgan Health Department.

Synopsis of Peterson Area Plan Survey

In August of 2004 the Peterson Area Planning Committee distributed a survey to each homeowner and landowner in the Peterson Area. The committee distributed 149 surveys. A total of 57 surveys were returned, 43 originals and 14 duplicates from partnerships and LLCs. Of the originally distributed surveys, 29% were returned. The following is a summary of survey results.

Housing and Lot Size:

According to the survey results, the majority of the respondents believe the value or cost of affordable housing to be \$120,000 to \$160,000. The results also indicate the respondents prefer the Village Center be composed primarily of small, single family lots. The respondents consider the ideal lot size inside the Peterson Village to be ½ acre. The second choice for lot size is 1 acre. The ideal lot size outside of the Peterson Village is considered to be 1 or 5 acres. The respondents are evenly divided regarding the concept of clustering outside the Peterson Village.

Water and Sewer:

The creation or extension of a sewer service into Peterson is opposed by a slight margin. The majority of the respondents do not support the creation of a sewer district for the purpose of funding a sewer service. The imposition of impact fees on new development is supported by the respondents.

Land and Land Use and Associated Costs:

The respondents support policies and tools that encourage landowners to maintain agriculture and promote rural and small town character. The preservation of Morgan County's wildlife is important and supported by the respondents. Slightly more than half of the respondents support implementing policies and tools to enhance habitat and preserve wildlife corridors. The respondents believe that Morgan County should preserve the Weber River corridor in a mostly natural state. The implementation of policies and tools to acquire land or develop rights within the Weber River Corridor in the Peterson Area plan is support by slightly more than half the respondents.

Resorts, Parks and Recreation, and Amenities:

The majority of the respondents believe parks and other amenities should exist within Peterson and support and the implementation of policies and tools to acquire land for and to maintain the parks. The Village Center is the area indicated to be the best location for parks and other community centers. Equestrian facilities, walking paths, hiking/ biking trails, and a swimming pool are some of the other recreation amenities the respondents could envision in Peterson. An increased tax base and an increase in jobs are the biggest pros the respondents can envision in the development of a resort. Increased traffic and a loss of our rural/ quiet atmosphere are seen as the biggest cons.

Business:

The respondents believe that the designated business district should not be enlarged past the area currently zoned commercial and should not extend to the east side of the freeway. If the area were to be enlarged, behind Hinds and near the I-84 interchange are some areas that may be considered. Restaurants, gift shops, and professional services, are types of businesses the respondents would like to see in Peterson.

Addendum

Other items of information available to the public about the Peterson Area Plan are located at the Morgan County Planning and Zoning office including but not limited to:

- 1.) Minutes of Peterson Area plan committee meetings.
- 2.) Tally sheets and results of survey returned by community members.
- 3.) Inventory of bridges in Peterson area plan

VEHICLE BRIDGES:

There are 8 vehicle bridges located within the Peterson Area, which are as follows:

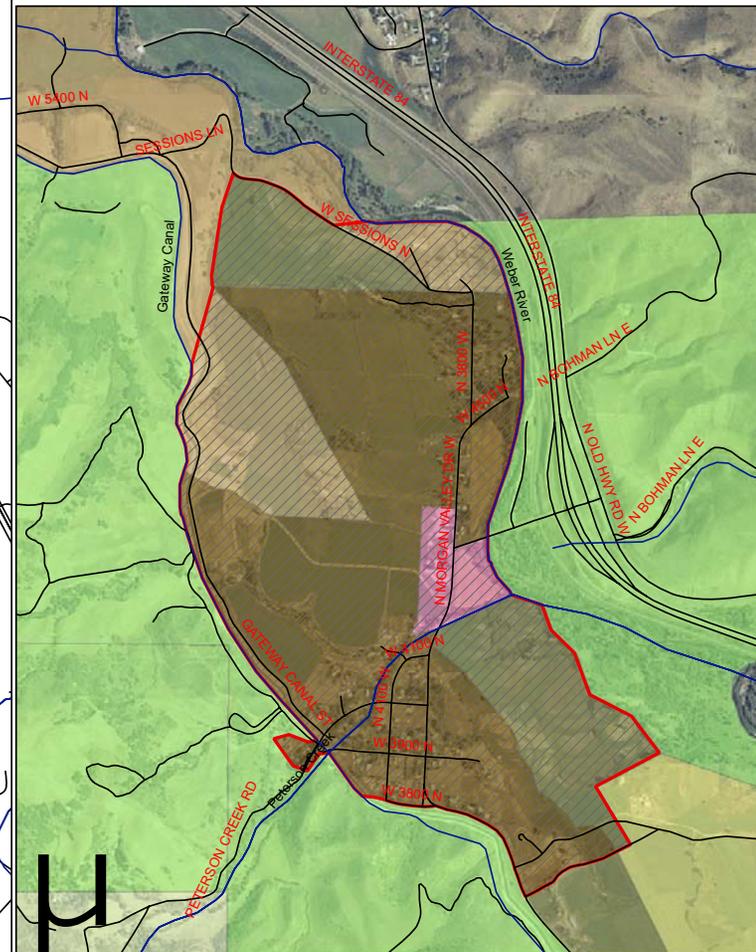
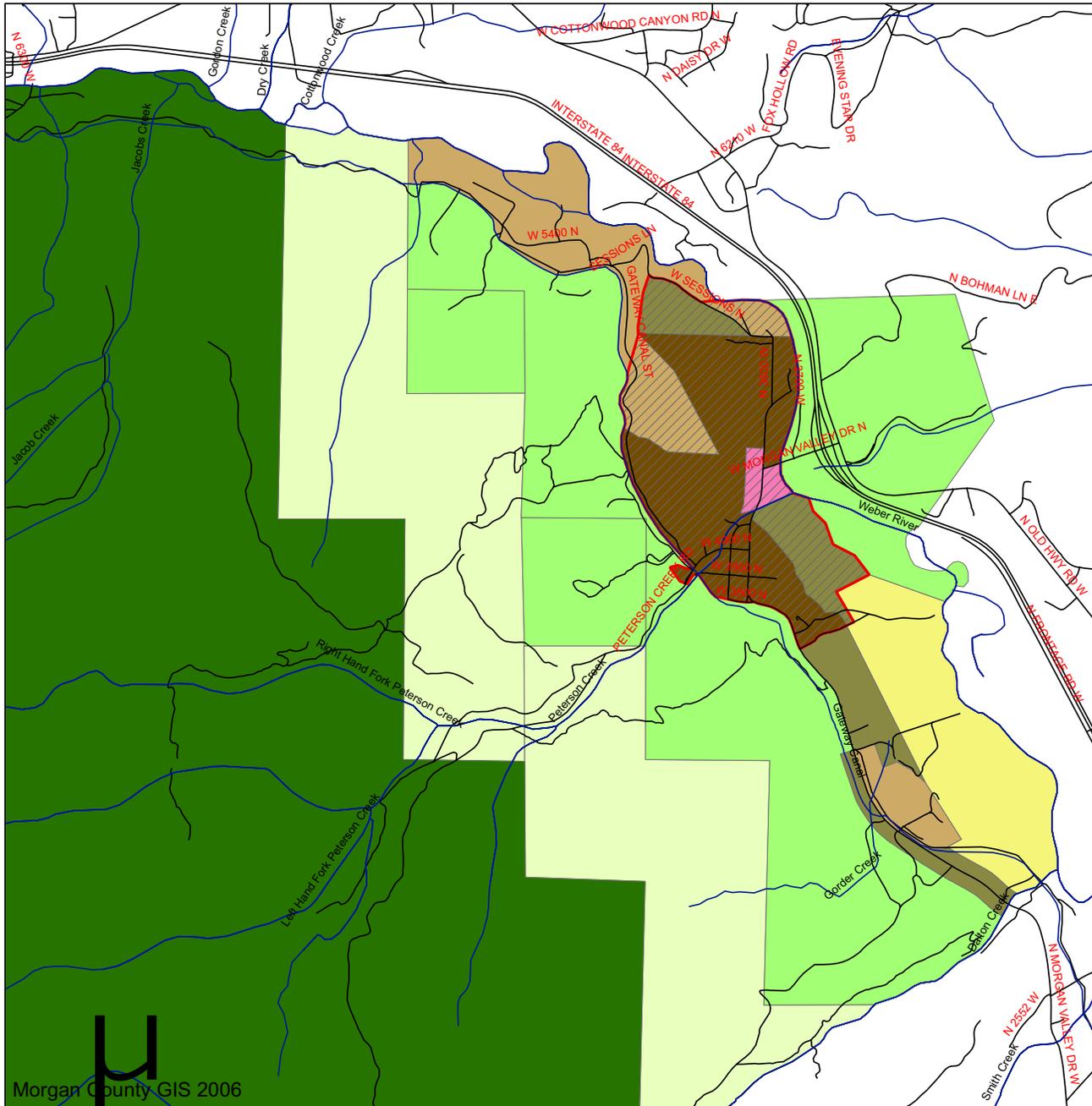
1. On 4300 North over the UP Railroad tracks.
2. On 4300 North over the Weber River.
3. On Morgan Valley Drive over the Peterson Creek.
4. On Morgan Valley Drive over the Dalton Creek (Dalton Creek is the south boundary of the Peterson Area)
5. On 4000 West over the Peterson Creek
6. Over the Weber Basin Canal on Jay Taylor's (?) property
7. On I-84 West Bound over 4300 North.
8. On I-84 East Bound over 4300 North.

The Utah Department of Transportation inspects some of these bridges on a routine basis and keeps their identity and status confidential from the public. However, the Morgan County Engineer has stated that these bridges are currently in “good” condition with only minor repairs needed on the parapet or guardrail. The committee recommends that an annual inspection of these bridges be conducted, either by UDOT or a private consultant. This will allow for the early detection of needed repairs before serious structural problems develop in the bridges. The motoring public is in danger when bridges fall into disrepair. Poorly maintained bridges adversely reflect upon the community in general and would greatly detract from the image and character of the future growth of the Peterson area.

Peterson Area Plan 2005 Future Land Use Map

Legend

Peterson Area Plan	 F-1	 RR-10
Future Land Use	 MU-160	 RR-5
 A-20	 R1-20	 Streams
 CH	 RR-1	 Morgan Roads
		 Peterson Village



PORTERVILLE/RICHVILLE AREA PLAN FEBRUARY 2007

*Directional Area Planning and Zoning Criteria Prepared
for the Morgan County Planning Commission
and the Morgan County Council*

Draft, 2/28/07

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Draft, 2/28/07

ACKNOWLEDGEMENTS

Members of the Porterville/Richville Area Planning committee wish to express thanks to the Morgan County Council and the Morgan County Planning Commission for their foresight in allowing citizens to participate in the governmental process. Appreciation is also expressed to County Councilman Bruce Sanders for his leadership as chairman of the area planning committee. Professional guidance provided by Morgan County Planner Sherrie Christensen and Morgan County G.I.S. Specialist David Manning were instrumental in the development of this plan. Recognition is also given to the numerous residents of the Porterville and Richville areas for their attendance at various meetings and hearings and comments rendered vocally and in written form.

Draft, 2/28/07

CHAPTER 1: INTRODUCTION

In spring and summer of 2006 the Morgan County Planning Commission and the Morgan County Council held public hearings regarding a zoning change request in the Porterville/Richville Area. These hearings drew the attention of several local residents. The residents called upon the County Council to reconvene a Porterville/Richville Master Plan committee to consider the impact this change and similar requests would have on the area. In support of the citizens’ request, the council authorized the planning commission to organize an area plan committee for the purpose of reviewing and revising the 1997 Porterville/Richville Area Plan. The Porterville/Richville area has historically been a rural, open space, agricultural, river valley, and mountain ridge setting. Porterville and Richville residents of today are committed to these historic values of farming the land and protecting the inherent natural beauty and resources of the valley. Future growth and development must be planned and controlled based on these premises.

1.1 Committee Membership

Chairman (Non-voting member).....	County Councilman Bruce Sanders
Vice-chair	Ken G. Adams
Member	Connie Carter
Member	Blanche Chournes
Member	Blaine Fackrell
Member	Robert Kilmer
Member	Dave Nicholas
Member	Brent Porter
Member	Rodney Rose
Member	Rob Vigoren
Member	Dee Waldron
Member	Kraig Walker
Member	Lindsay Wilde
Member	Faye Wingate
Member	Robert Wingate
Member	Jim Wiscombe
Past Member (Illness)	Tammy Bullock
Past Member (Illness)	Larry London
Past Member (Service Calling)	Cliff Burwell
County Planner	Sherrie Christensen
G.I.S. Specialist	Dave Manning

1.2 Historical Background

PORTERVILLE (Morgan County) is four miles southwest of Morgan at the junction of Hardscrabble and East canyons. It was named for Sanford and Warriner Porter, the first

settlers who came over the mountain from Centerville. The Porters also built the first sawmill there.

RICHVILLE (Morgan County) is on U-66 and Morgan Valley Drive south of Morgan. It is a small farming community founded in 1860 and named for Thomas Rich, an early settler and presiding Mormon elder.

The East Canyon and Hardscrabble streams that feed into the Weber River made the valley attractive to fur trappers in the 1820s and to prehistoric Plains Indians and historic Shoshone and Ute Indians.

Morgan County, including the Porterville and Richville area, has more privately owned land than any other county in Utah. Much of it is used for stock raising-especially beef and dairy cattle and sheep-and for hay and other field crops. Lumber was a major industry from 1860 to 1875 in Hardscrabble Canyon. Thousands of railroad ties were furnished to build the Union Pacific Railroad line, and charcoal was shipped to Bingham for use in smelting.

In 1904 the Morgan Canning Company was founded to can peas. The company was sold to the California Packing Corporation in 1935. The construction of this plant and the rich, fertile soils of the area allowed farmers in Porterville and Richville to begin raising cash crops including peas and cabbage.

The county has benefited from the Weber Basin Reclamation Project. Beginning in 1952, federal funds were used to construct dams and power plants. The East Canyon reservoir, constructed as part of the project, is a popular recreation site for people throughout northern Utah. Water captured in the reservoir provides a seasonal life-blood of irrigation water to the numerous farms and residential sites of the area (U of U Press, 1994). Gravity flow pipelines originating along Hardscrabble Creek also feed hundreds of acres in Porterville and Richville with secondary water for crops and livestock.

Generations of families in Porterville and Richville have worked the land and respected the natural beauty of the valley. The flowing streams, productive soils, strong timbers, open spaces, and mountain vistas make this pristine valley one of the State's natural treasures.

Community members take great pride in their homes, farms, and ranches. They want this type of environment and setting to continue. Residents of today are committed to these historic values of farming the land and protecting the inherent natural beauty and resources of the valley. Growth and development must be planned and controlled based on these premises. Future generations will applaud the actions of today in preserving this exceptional mountain valley.

Utah History Encyclopedia[text] : Morgan County **AUTHOR(s)** Murphy, Miriam B.; Powell, Allan Kent, editor **PUBLISHER OF ORIGINAL ITEM** Salt Lake City, Utah : University of Utah Press, University of Utah, 1994.

1.3 Boundary Study Area

The Porterville/Richville area consists of the East Canyon and Hardscrabble Creek drainages commencing at the “Y” intersection on South Morgan Valley Drive and thence southwesterly along the dividing line between the Porterville/Richville area and the Milton area to the ridgeline of the Morgan/Davis County line. Thence south along that line to the Morgan/Salt Lake County line. Thence south and east along that line across Big Mountain to the Morgan/Summit County line. Thence north and west along that line to the Red Rock ridgeline to the Norwoods ridgeline separating the Porterville/Richville area from the Round Valley/Croydon area. Thence northwesterly along that ridgeline past the block “M”. Thence westerly along the Morgan City limit boundary to the “Y” intersection on South Morgan Valley Drive. Major landmarks include East Canyon Reservoir, the Mormon Trail, and the small village sites of Porterville and Richville.

1.4 Updating the Porterville/Richville Area Plan

Protection of the historically rural, open space, agricultural setting is of prime importance to the residents of Porterville and Richville. Using elements of the previous 1997 Porterville/Richville Area Plan and guided by the tenants of the 1999 Morgan County General Plan, the new document sets forth goals, objectives, and policies that lend themselves to the concept of preserving one of the most pristine valleys in the State of Utah.

The Porterville/Richville Area Plan calls for two designated small village sites and rural, agricultural, open space development beyond those small village sites. Small villages are defined as a focal point of residential development typically single-family in nature with very limited, if any, public services, commercial use, etc. The Plan requires development patterns that are organized and compact to protect actively farmed and ranched lands, maximize open space, and allow the logical provision of services. Growth in the small villages will be clustered into RR-1, RR-5, and A-20 (flood plain only) zones. Development outside the small village sites shall conform to present RR-1, A-20, MU 160, and F- 1 base density zone requirements for dwelling units. Zones RR-5 and RR-10 have been excluded from the plan outside the small villages.

Much thought and consideration has been given to Porterville/Richville area in reference to the agriculture industry. The area currently has three active dairy farms, four fur breeders, a large equestrian facility, and seven beef cattle operations. Many other residents operate small farms with various livestock and crop interests. There is more cultivated agricultural land, with good high quality water rights and access, in the Porterville/Richville area than in many of the surrounding areas. The community feels strongly that agriculture should be protected and encouraged to thrive. Residents believe

agriculture and non-agriculture can live harmoniously together if the Area Plan is followed.

Environmental resources of the Porterville/Richville area should be protected including water quality, air quality, wildlife habitat/corridors, scenic quality, hillsides and slopes, ridgelines, agriculture, open space, soils, vegetation, wetlands, riparian corridors, and flood plains. The Plan encourages development that is compatible with the natural environment.

1.5 Meetings and Hearings

The fifteen-member Porterville/Richville Area Plan Committee met numerous times from June 2006 through February 2007. Most meetings were held on Wednesday evenings in the County Council chambers. The two-hour sessions were filled with instruction, deliberation, voting, and reflection. Records of the proceedings were kept and are included in the addendum of the plan. Community members often attended the meetings and on occasion shared their views and opinions.

Two public hearings and one work session were held. At the first public hearing held on August 30, 2006, the committee listened to a variety of comments from the large audience. A central theme generated from the various speakers was the need to maintain and protect the rural, open space, agricultural setting of the area including water and other environmental resources.

The Morgan County Planning Commission conducted a work session with the committee on Thursday, February 1, 2007.

The Morgan County Planning Commission conducted the final public hearing on March 1, 2007.

1.6 How the Area Plan is Organized

The Porterville/Richville Area Plan follows the outline of the 1999 Morgan County General Plan. The Porterville/Richville Area Plan was developed on a basic premise stated on page 8 of the 1999 Morgan County General Plan.

“The prospect for growth raises the questions of what kind of a community will and can Morgan County (Porterville/Richville) become? The basic premise is that the residents of every community have the right to determine the quality of life they wish to preserve. A community can take charge of its own destiny and need not be subjected to the vagaries of undirected growth.”

What follows next is *Chapter 2: Community Vision and Goals* for the Porterville/Richville Area derived from the County General Plan. To further aid in implementation and monitoring the effectiveness of the Plan, the vision is translated into

broad, general land use planning issues and goals. The Area Plan then takes the issues and goals of the Vision and Goal Statements to create *Chapters 3 through 9*. Within each of these *chapters*, the goals are re-stated, each with specific objectives and policies gathered from input at the areas meetings, hearings, the planning commission work session with the area committee, the Porterville/Richville survey results and a planning specific petition presented to the area committee. At the conclusion of the plan *Chapter 10* summarizes facts and findings of the Porterville/Richville Area Plan Committee.

Draft, 2/28/07

CHAPTER 2: COMMUNITY VISION STATEMENT AND GOALS

The Porterville/Richville Area Plan envision development in the area to consist of two designated small village sites and rural, agricultural, open space development beyond those small village sites. This Area Plan, in accordance with the Morgan County General Plan, will guide future land use and development, maintain and enhance existing transportation systems, protect the natural environment and scenic vistas, concentrate future public services and facilities in designated small village sites, consider opportunities for clean recreational industries and economic growth, afford a reasonable opportunity for a variety of housing, while striving to preserve the existing rural, agricultural open space character of the Porterville/Richville areas. The Porterville/Richville Area Plan Committee recognizes and supports the Morgan County General Plan Goals. These goals are of particular importance to the Porterville/Richville vision of growth in the area.

2.1 Community Character

COUNTY GENERAL PLAN GOAL 1: Agriculture is important to maintain the County's rural atmosphere and lifestyle. Therefore, the County shall protect the Porterville/Richville area rural and agricultural character by establishing agricultural operations as the highest priority use of land and will permit only those land use patterns and undertake only those programs that support and/or protect existing and future agricultural operations and encourage farmers and ranchers to stay on the land.

COUNTY GENERAL PLAN GOAL 2: Open Space is critical to maintaining the County's and the Porterville/Richville area rural character, natural beauty, and view corridors.

COUNTY GENERAL PLAN GOAL 3: The small village character identified in the Porterville/Richville area is critical to the overall rural, small village character of the County.

COUNTY GENERAL PLAN GOAL 4: Growth must be compatible with the rural, residential, agricultural, and small village character of the County and the Porterville/Richville area.

COUNTY GENERAL PLAN GOAL 5: Quality of life factors such as clean air and water, public safety, wildlife protections, parks/recreation, schools, and the natural beauty are major contributors to the Porterville/Richville area community character.

2.2 Land Use

COUNTY GENERAL PLAN GOAL 1: Morgan City and Mountain Green are the appropriate areas for the majority of the County's future growth and development. The seven other area plans including the Porterville/Richville Area Plan acknowledge that some growth and development will occur in identified locations.

COUNTY GENERAL PLAN GOAL 2: Land development should be organized in clustered patterns and not sprawled over the countryside.

COUNTY GENERAL PLAN GOAL 3: Inter-local agreements with Morgan City should be established to assure joint planning of annexation areas in the Porterville/Richville area.

COUNTY GENERAL PLAN GOAL 4: A transfer of development rights (TDR) program may provide opportunities for open space without compromising agriculture, open space, and property rights.

2.3 Transportation and Circulation

COUNTY GENERAL PLAN GOAL 1: The existing county roadway system in the Porterville/Richville area should be maintained and not expanded except when a compelling public interest arises.

COUNTY GENERAL PLAN GOAL 2: Any new roads required by new development in the Porterville/Richville area shall be constructed to County standards, be it private or publicly maintained.

COUNTY GENERAL PLAN GOAL 3: Railroads NA.

COUNTY GENERAL PLAN GOAL 4: Rural trail systems may be appropriate within future master planned communities.

2.4 Environment

COUNTY GENERAL PLAN GOAL 1: Environmental resources of the Porterville/Richville area should be protected including water quality, air quality, wildlife habitat/corridors, scenic quality, hillsides and slopes, ridgelines, agriculture, open space, soils, vegetation, wetlands, riparian corridors, and flood plains.

2.5 Public Services and Facilities

COUNTY GENERAL PLAN GOAL 1: The expansion of public services and facilities should be concentrated in the designated growth areas of Morgan City and Mountain Green. The Porterville/Richville area should receive adequate levels commensurate with rural level of services.

COUNTY GENERAL PLAN GOAL 2: Coordination and joint planning should occur between all public and private entities for the provision of services in the Porterville/Richville area.

COUNTY GENERAL PLAN GOAL 3: New development and growth in the Porterville/Richville area should pay its own way, particularly concerning infrastructure expansion.

2.6 Economics

COUNTY GENERAL PLAN GOAL 1: Develop an economy that augments and supports the desired lifestyle of the Porterville/Richville area residents, the characteristics of which are mountains, open space, recreation, rural, agriculture, and small villages.

COUNTY GENERAL PLAN GOAL 2: Outdoor activities, tourism and extraction industries are important to the Porterville/Richville area, but will require careful planning and management to avoid conflict and incompatibility of use.

2.7 Housing

COUNTY GENERAL PLAN GOAL 1: The Porterville/Richville area should afford a reasonable opportunity for a variety of housing types to be developed that will serve the community.

COUNTY GENERAL PLAN GOAL 2: Housing development should mostly occur within the designated growth areas of Morgan City and Mountain Green. Affordable housing is an issue that Morgan County needs to address in cooperation with the municipalities in the county.

2.8 Facts and Findings

PORTERVILLE/RICHVILLE AREA GOAL 1: The committee will be responsive to the community in which they live. Input from community members will be considered in the development of this plan.

PORTERVILLE/RICHVILLE AREA GOAL 2: The Porterville/Richville Area Plan will protect the rural, open space, and agricultural setting of the area. Land use, including zoning regulations, is critical to this plan.

PORTERVILLE/RICHVILLE AREA GOAL 3: Development in the area, including possible resort expansion, will be protective of the natural environment including water, air, wildlife, vegetation, and historic sites and artifacts such as the Mormon Trail.

CHAPTER 3:

COMMUNITY CHARACTER

The Porterville/Richville area has historically been a rural, open space, agricultural, hillside, and mountain setting. Residents take great pride in their homes, farms, and ranches. They want this type of environment and setting to continue. This plan protects community character in the Porterville/Richville area while adhering to the basic policies of the 1999 Morgan County General Plan. The plan calls for two designated small village sites and rural, agricultural, open space development beyond those small village sites. Growth in the small villages will be clustered into RR-1, RR-5, and A-20 zones. Development outside the small village sites shall conform to present RR-1, A-20, MU 160, and F- 1 base density zone requirements for dwelling units. Protection of the historically rural, open space, agricultural setting is of prime importance.

The following Community Character Goals are based on those premises.

COUNTY GENERAL PLAN GOAL 3.1: Agriculture is important to maintain the County’s rural atmosphere and lifestyle. Therefore, the County shall protect the Porterville/Richville area rural and agricultural character by establishing agricultural operations as the highest priority use of land and will permit only those land use patterns and undertake only those programs that support and/or protect existing and future agricultural operations and encourage farmers and ranchers to stay on the land.

OBJECTIVE 3.1.1: Protect the Porterville/Richville area agricultural lands from encroaching residential subdivisions by the implementation of “Agricultural Protection and Right to Farm” strategies, require all non-agricultural activities to develop in a manner compatible with nearby agricultural operations, and provide significant open space buffers between agricultural and non-agricultural activities.

POLICY 3.1.1.1: Create an Agricultural Protection Program in the Development Code, consistent with State Law (17-41-101 through 17-41-406), to protect agricultural lands and practices from impacts and complaints associated with non-agricultural growth and development on nearby properties.

- a. Establish an Agricultural Protection Area Advisory Board, as required by State Law (17-41-201), to hear requests from landowners, and then make recommendations on appropriate areas for protection to the Legislative Body and to assist in identifying and promoting bonafide active agricultural operations in Morgan County.

- b. Allow the creation of Agriculture Protection Areas so long as the area has a minimum of five (5) acres and the entire area qualifies for a "greenbelt" designation.
- c. Include provisions in the Land Use Management Code that protects the rights of farmers and ranchers from complaints regarding noise, odors, length of work hours, and general operations from non-agricultural neighbors.
- d. Require protection and easements in and around developments for irrigation and other watercourses, including land drainage systems.
- e. Require new development to analyze irrigation patterns as part of any development review and ensure that current patterns are continued.
- f. Require new development to fence its perimeter if the development will be affected by adjacent agricultural operations.
- g. Protect agricultural access and farming rights by implementing buffers and screening between producing farms and ranches, and nonagricultural users.
- h. Do not allow existing agricultural rights-of-way to become residential access corridors without proper improvements including measures and/or facilities implemented to protect future agricultural access.
- i. Provide mechanisms, in the form of plat notes and other appropriate means, to educate all residents of protected agricultural lands and activities.

POLICY 3.1.1.2: Future projects, especially residential, will be designed with significant open space buffers to protect agricultural areas.

POLICY 3.1.1.3: All future subdivision plats will contain a notice for future property owners that Morgan County is a right to farm county.

OBJECTIVE 3.1.2: Require development patterns that are organized and compact to protect actively farmed and ranched lands, maximize open space, and allow the logical provision of services.

POLICY 3.1.2.1: Maintain agricultural zoning categories in the Land Use Management Code that allows levels of residential densities based on the presence of bonafide agricultural activity, distance from primary County infrastructure and service areas, and the natural and scenic resource preservation objectives in this Plan.

- a. Forestry District, (F-1), which allows one cabin unit 320 acres.
- b. Multiple Use District, (MU-160), which allows one dwelling unit per 160 acres.
- c. Agricultural District, (A-20), which allows one dwelling unit per 20 acres.
- d. Rural Residential District, (RR-5), which allows one unit per 5 acre.
- e. Rural Residential District, (RR-1), which allows one unit per 1 acre.

POLICY 3.1.2.2: Within the zoning categories created in the Land Use Management Code, recognize active farming and ranching operations and lands as the highest use of the land and allow zone changes only when it will not infringe upon the agricultural land and operations within the zone districts (Refer to Policy 1.2.1).

POLICY 3.1.2.3: Simplify the Development Code to designate those specific uses that can be identified now as permitted uses and allow other uses not designated at this time to occur within the agricultural zone districts so long as a developer can demonstrate that the use proposed will not infringe upon agricultural lands and operations, is compatible with the surrounding neighborhood, and will not adversely affect the health, safety, and welfare of nearby residents (Refer to Chapter 4 Policy 2.1.2).

POLICY 3.1.2.4: To the extent possible, zone changes in agricultural areas shall be designed to preserve agricultural lands and open space from encroachment by new development (see Chapter 4, POLICY 2.1.1 and POLICY 2.1.2).

OBJECTIVE 3.1.3: Determine whether a program for acquisition of agricultural/conservation easements may be a useful tool in preserving agricultural lands.

POLICY 3.1.3.1: Morgan County should work with Utah Open Lands, other 501(c)(3)s devoted to agricultural/open space preservation, and state/federal agencies, and to evaluate the benefits and costs of a program for acquisition of agriculture/conservation easements (Purchase of Development Rights Program or PDR) in perpetuity.

COUNTY GENERAL PLAN GOAL 3.2: Open Space is critical to maintaining the Porterville/Richville area rural character, natural beauty, and view corridors.

OBJECTIVE 2.1: Create significant open space areas made up of agricultural lands, sensitive lands (slopes, ridgelines, view corridors, wetland/riparian corridors, etc) in the Porterville/Richville area. These lands should be linked through a land use/open space plan so they are contiguous rather than piecemeal.

POLICY 3.2.1.1: Morgan County should refer to the Porterville/Richville area land use/open space plan so that all future open space efforts, private, public and non-profit, tie together maintaining the inter connectedness of today's open space corridors in the Porterville/Richville area.

POLICY 3.2.1.2: All future development areas will have their open space areas coordinated with a county land use/open space map.

POLICY 3.2.1.3: All future development will be planned so it is located on the least sensitive areas of the lands involved.

POLICY 3.2.1.4: Strongly discourage any development in the Porterville/Richville area on mountain hill sides and ridge lines that allows a structure to protrude into the sky line, as viewed from all public roadways by establishing a provision in the Land Use Management Code regulating the placement of any structure in these sensitive areas.

OBJECTIVE 3.2.2: This Porterville/Richville Area Plan will act as a guideline to maintain the open space and rural character of the Porterville/Richville area. This Area Plan calls for the concentration of development in the two existing small village centers. There will be development pressures outside of these designated centers and it is the Porterville/Richville areas objective not to adopt a "strip and sprawl" type zoning which will eventually erode the rural, open space, agricultural character that residents cherish (Refer to Chapter 4 Objective 2.1 and Policy 2.1.1).

POLICY 3.2.2.1: To maintain the rural, open space, and agricultural character of the Porterville/Richville area, this plan will serve as a guide for rural development.

OBJECTIVE 3.2.3: Determine whether a program for acquisition of conservation easements may be a useful tool in preserving open space lands.

POLICY 3.2.3.1: Morgan County should work with Utah Open Lands, other 501(c)(3)s devoted to agricultural/open space preservation, and state/federal agencies to evaluate the benefits and costs of a program for acquisition of conservation easements in perpetuity in the Porterville/Richville area.

COUNTY GENERAL PLAN GOAL 3.3: The small village character identified in the Porterville/Richville Area Plan is critical to the overall rural, small village character of the County.

OBJECTIVE 3.3.1: The two Porterville/Richville sites are considered small villages. One resort and a marina exist in the East Canyon Reservoir and a future resort of unknown shape and size is also contemplated in this area. All future development shall be

compatible with the rural, open space, agricultural small village character and infrastructure constraints of the Porterville/Richville area. The size and shape of a development center will vary depending on the topography of the land and existing residential and commercial uses, and its boundaries shall be determined by the details of the Area Plan, the Planning Commission, and the Governing Body. Service levels identified in Chapter 7, Objective 1.7 of the County General Plan shall be adhered to for small village and countryside locations.

POLICY 3.3.1.1: All new growth will be compatible in scale and character as identified in the Porterville/Richville Area Plan.

POLICY 3.3.1.2: The small villages and resorts are as follows:

Porterville Small Village	Highway 66 Kippen Lane to 3202 Highway 66
Richville Small Village	Intersection of Morgan Valley Drive and Richville Lane
Resorts	East Canyon Resort East Canyon Marina

POLICY 3.3.1.3: Porterville/Richville small villages are defined as a focal point of residential development typically single-family in nature with very limited, if any, public services, commercial use, etc. The County shall assess the impact of each development on the rural, open space, agricultural, and small-scale character of each.

POLICY 3.3.1.4: Porterville/Richville small villages should be single family residential in make up, and may include various types and sizes of single family residential dwelling units with ownership and rental opportunities consistent with the General Plan.

POLICY 3.3.1.5: Porterville/Richville small villages shall respond to the character of the surrounding landscape setting and surrounding developed areas.

POLICY 3.3.1.5: The center of a small village shall be the focal point for the specific neighborhood scale it serves and the immediate surrounding area.

POLICY 3.3.1.6: Resorts defined. The County shall assess the impact of each development within a resort on the rural, agricultural, and small village character of the Porterville/Richville area (East Canyon Resort/ Utah State Park Marina, and contemplated future resort).

POLICY 3.3.1.7: Resort centers in the East Canyon area are to be designed around the rural, open space, and agricultural settings of the area. Development should be disbursed, complementary to environment, and conducive to preserving native vegetation and animal life. Development should contain a balanced mix of recreational, tourist, seasonal residential, and related tax-base and economic activity. Uses that are appropriate may include predominantly resort related accommodations and seasonal homes; very limited commercial activity that is consistent in scale and function with the nature of the resort area, its surrounding small villages and agricultural areas; small motel and related uses that support the resort; parks; trails and open space; community facilities and amenities; and other similar uses typically found in a rural mountain resort area.

POLICY 3.3.1.8: Any approval by Morgan County for significant development within a Resort in the Porterville/Richville area will be preceded by receipt of a long-range development plan from the developer for the entire resort. The MPDR, or other appropriate large-scale flexible zoning processes are the preferred development process in the resort creation. Said resort shall not interfere with cultural and historical assets but preserve these assets in allowing access to as well as preserving the area around these assets. These include but are not limited to the following:

- Pioneer trails such as the Mormon trail, California Oregon Trail, and Pony Express route.
- Historically significant structures built before 1900 similar to the Old Porterville Church.
- Pioneer cemetery sites and Native American burial sites.
- Any future findings of pre-historic, Native American or pioneer site discoveries.

POLICY 3.3.1.10: Resort development of dwelling units should focus on preserving the rural, open space, agriculture flavor of the area. Compatible dwelling units would include, but are not exclusive to, estate homes, ranchettes, size restrictive multi-family accommodations, disbursed cabins, R.V. and trailer pads, and green-space tent areas.

POLICY 3.3.1.11: The resort should focus on those activities that accommodate the rural, open space, agricultural setting; preserve the natural environment, including native vegetation and wildlife; and promote the historical past of the area. Recommended activities include: snowmobiling, fishing, hunting, boating, equestrian activities, wildlife viewing, and low impact trail systems.

COUNTY GENERAL PLAN GOAL 3.4: Growth must be compatible with the rural, residential, agricultural, and small village character of the Porterville/Richville area.

OBJECTIVE 3.4.1: To manage growth, the County will be consistent with its General Plan in addition to the adoption the Porterville/Richville Area Plan.

POLICY 3.4.1.1: Morgan County will consistently follow its General Plan, Land Use Management Code, the Porterville/Richville Area Plan, and other tools when reviewing all public and private sector projects.

POLICY 3.4.1.2: Proponents of new growth and development will carefully design their projects to be consistent with the General Plan, the Porterville/Richville Area Plan, and all of its implementation tools.

COUNTY GENERAL PLAN GOAL 3.5: Quality of life factors such as clean air and water, public safety, wildlife protections, parks/recreation, schools, and the natural beauty are major contributors to the Porterville/Richville area community character.

OBJECTIVE 3.5.1: Protect water and air resources and quality that are essential to short and long-term economic, recreational, and cultural viability.

POLICY 3.5.1.1: Carefully monitor transfers in water use, acquisition of new water, development of water markets, the promotion of water conservation and alternative uses of water brought on by new water demands and needs in relationship to the history, traditions, and culture of the Porterville/Richville area.

POLICY 3.5.1.2: Prepare needed plans for the protection of all water resources within its boundaries.

POLICY 3.5.1.3: Identify all water sheds important for domestic water production and flood control and work with owners of those watersheds to manage and protect those watersheds for the production of quality water and the prevention of soil erosion and flooding.

POLICY 3.5.1.4: Require new developments to complete water studies addressing water provision (paper and wet), water quality protection (on and off site), mitigation measures, and methods ensuring permanent monitoring systems.

POLICY 3.5.1.5: Work with state Department of Environmental Quality to understand air quality issues affecting the Porterville/Richville area.

POLICY 3.5.1.6: Require new developments to complete air quality studies addressing project impact on air quality, air quality protection (on and off site),

mitigation measures, and methods ensuring permanent monitoring systems, where applicable.

OBJECTIVE 3.5.2: Develop a closer working relationship with public safety departments so their concerns are addressed in the planning process and new development will not lower current level of services.

POLICY 3.5.2.1: Incorporate public safety long term planning into the Porterville/Richville area long range planning.

POLICY 3.5.2.2: Implement procedures so all-public safety departments are able to offer input on all planning projects in the Porterville/Richville area.

OBJECTIVE 3.5.3: Utilize available streams and other bodies of water within the Porterville/Richville area as central recreational corridors and identify other significant natural features to be designated as open spaces, parks, and recreational opportunities.

POLICY 3.5.3.1: Require new developments, private and public sector, to complete wildlife habitat and corridors studies addressing project impact on them.

POLICY 3.5.3.2: Prohibit sewage and other waste disposal systems from discharging into any stream or waterway in the Porterville/Richville area. Current controlled discharge from the East Canyon Resort should be closely monitored by the Weber/Morgan Environmental Health Department and other state and federal agencies.

OBJECTIVE 3.5.4: Develop a close working relationship with the Morgan County School District so their concerns are addressed in the planning process and new development will not lower current level of services.

POLICY 3.5.4.1: Incorporate Morgan County School District long term planning into Morgan County's long rang planning.

POLICY 3.5.4.2: Implement procedures so the Morgan County School District is able to offer input on planning projects in the County.

POLICY 3.5.4.3: Work with the level of service standards established by Morgan School District. Developers will finance studies analyzing their impact on the District so as not to lower the standard of service

OBJECTIVE 3.5.5: Protect the natural beauty of the Porterville/Richville area.

POLICY 3.5.5.1: The Porterville/Richville area, through its citizens, legislative body, planning commissioners and staff, and Area Planning Committee shall work to make sure that all future growth is carefully planned so that development

fits into the natural environment including rural, open space, and agricultural objectives of the Porterville/Richville Area Plan.

Draft, 2/28/07

CHAPTER 4:

LAND USE

The Porterville/Richville Area Plan consists of two designated small village sites and rural, agricultural, open space development beyond those small village sites. Growth in the small villages will be clustered into RR-1, RR-5, and A-20 zones. Development outside the small village sites shall conform to present RR-1, A-20, MU 160, and F- 1 base density zone requirements for dwelling units. Zones RR-5 and RR-10 have been excluded from the plan outside the small villages. Protection of the historically rural, open space, agricultural setting is of prime importance.

COUNTY GENERAL PLAN GOAL 4.1: Morgan City and Mountain Green are the appropriate areas for the majority of the County's future growth and development. The Porterville/Richville Area Plan acknowledges some growth and development will occur in identified locations.

OBJECTIVE 4.1.1: Growth and development within the approved Porterville and Richville small village sites.

POLICY 1.1.1: The small villages will accept growth compatible with their scope and character constraints. Both the Porterville and Richville small village borders were designed to expand as warranted by substantial growth within the small village. Border expansion recommendations will be made based on future recommendations by the Porterville/Richville Area Plan Committee. Growth in the small villages will be in RR-1, RR-5, and A-20 zones.

POLICY 4.1.1.2: We recognize homes exist on legal non-conforming lots within the small village sites. These lots were in existence prior to 1966, no other non-conforming lots should be created.

POLICY 4.1.1.3: Expansion of the two small village sites shall utilize small village and subdivision principles.

POLICY 4.1.1.4: Expansion of the two small village sites into flood plains shall not increase dwelling densities from their existing zone classification.

POLICY 4.1.1.5: Expansion of the two small village sites be added by amendment to the General Plan by demonstrating the public need for expansion through the General Plan amendment process and Policy 1.1.2 of the Porterville/Richville Area Plan.

POLICY 4.1.1.6: In order for village expansion to be approved, such an amendment shall be reviewed by the Porterville/Richville Area Plan Committee, Planning Commission and Governing Body that the proposed development area:

- a. Will significantly advance the goals of the General Plan and Porterville/Richville Area Plan in preserving agricultural and rural uses of the land;
- b. Will not negatively impact the fiscal, cultural, and social values, and institutions of Morgan County.

COUNTY GENERAL PLAN GOAL 4.2: Land development in the Porterville/Richville area should be organized in clustered patterns and not sprawled over the countryside.

OBJECTIVE 4.2.1: All growth that is to occur outside the small villages of Porterville and Richville will be developed in one of three patterns:

- a. Retain, but discourage the expansion of the Rural Residential Zone (RR-1) and include additional standards for this category that encourage other development patterns that minimize the crowded, uniform and linear arrangement dwelling units and other structures along county roads.
- b. Many residents wish to live in a rural environment with rural levels of services. This pattern of land use shall be implemented by Morgan County in the form of zoned land which is 20 acres or greater (A-20, MU 160, F- 1 etc.) Smaller patterns such as 5 and 10 acres may lead to unsightly patterns of development, and prove expensive to serve with public and private services such as water, sewer, police, fire, road maintenance, and school bus services.
- c. In the third pattern, in order to protect the rural, open lands, and the small village character of Porterville and Richville, new growth shall not be sprawled over the countryside. Development (Subdivisions or PRUD's) in the Porterville and Richville areas outside the small village town sites shall conform to present RR-1, A-20, MU 160, and F- 1 following base density zone requirements for dwelling units. It is not recommended to award bonus density lots in a PRUD.

POLICY 4.2.1.1: In order to protect the rural, open space, and agricultural settings in the Porterville/Richville area, zoning, variance, Standard Development Pattern subdivision, and PRUD requests that would increase the base densities of the property(s) under consideration should be denied and/or prohibited. Base density is defined as one residential dwelling unit or cabin per minimum requirement in the zone or zones under consideration for change (RR-1, A-20, MU 160, F-1).

POLICY 4.2.1.2: Prohibit RR-5 and RR-10 zones outside the small village sites. These zones are inconsistent with the rural, open space, agricultural interests of

the Porterville/Richville area. Many residents wish to live a rural environment with rural levels of services best implemented in the Porterville/Richville area in the form of zoned land which is 20 acres or greater. Smaller patterns such as 5 and 10 acres zones may lead to unsightly and expensive patterns of development.

OBJECTIVE 4.2.2: Minimize sprawling development and eliminate any regulatory procedures that promote sprawl.

POLICY 4.2.2.1: Retain but prohibit the expansion of the Rural Residential Zone (RR-1) and include additional standards for this category that encourage other development patterns that minimize the crowded, uniform and linear arrangement of dwelling units and other structures along County roads.

POLICY 4.2.2.2: Establish zoning districts and standards in the Land Use Management Code that strongly discourage development on steep hillsides in the Porterville/Richville area.

POLICY 4.2.2.3: Permit only one (1) single-family dwelling unit on any legal nonconforming lot.

POLICY 4.2.2.4: Eliminate the R1-8, RM-7, and RM-15 from the Land Use Management Code since they are not required to promote the goals of this Plan and are inconsistent with the agricultural and natural resource objectives of this Plan. Review and evaluate the remaining zones to find if they are appropriate residential, commercial, and industrial zoning categories in the Land Use Management Code that will effectively promote all objectives of this Plan.

OBJECTIVE 4.2.3: Ensure that lawfully created non-conforming uses and recreational dwelling units are developed with minimal impact on the environment.

POLICY 4.2.3.1: Allow one dwelling unit on previously approved, lawfully created lots as a non-conforming use in the zone district in which they are located.

POLICY 4.2.3.2: A building permit will be issued on lawfully created lots only after compliance with appropriate water, septic, emergency access, and wildfire protection standards adopted by Morgan County or other governing agencies.

POLICY 4.2.3.3: Require any property owner constructing a new dwelling unit or a developer of a new residential subdivision in a remote area to sign a memorandum of understanding, acknowledging that existing and future development in that portion of Porterville/Richville area in which the property is located will receive comparable services and infrastructure, in terms of variety, scale, and frequency, to those now provided, or as may be identified in the future as part of a comprehensive county service plan. This memorandum of understanding shall be filed in the records of the county recorder to ensure that service level expectations are disclosed to future residents of Morgan County.

POLICY 4.2.3.4: Morgan County shall aggressively enforce violations against any property owner that undertakes the subdivision of land without appropriate County approvals or construction of any dwelling unit, or any portion thereof, without a valid building permit.

OBJECTIVE 4.2.4: Create appropriate development procedures in the Land Use Management Code to ensure that all development is adequately reviewed and determined to be consistent with the goals, objectives and policies of the Porterville/Richville Area Plan before any approvals are granted.

POLICY 4.2.4.1: Maintain a development review process in the Land Use Management Code under which all development shall be reviewed. This process should represent an integration of site layout requirements (design guidelines) and subdivision regulations. It should permit Morgan County to direct all major residential, commercial, and industrial development in a manner which protects actively farmed and ranched lands, consolidates access, incorporates appropriate infrastructure standards based on location and proximity to existing County infrastructure and service areas, and preserves rural, open space, agricultural, wildlife habitat, and other natural resources, and scenic qualities.

POLICY 4.2.4.2: Require all applications for re-zoning be considered simultaneously with a specific development proposal (i.e., concept plan, CUP, etc.) for the entire parcel so that the development review and the re-zoning will be acted on concurrently, unless the County Council, upon affirmative recommendation of the Planning Commission, makes the following findings of fact:

- a. The re-zone application is for a rural residential or agriculture district;
- b. The proposed zone change is in compliance with the future land use map for the Porterville/Richville Area Plan; and,
- c. The proposed change will not grant property rights for a major subdivision, defined as greater than 15 lots base density for residential and rural residential districts or greater than 5 lots base density for agricultural districts.

POLICY 4.2.4.3: Create and adopt in the Land Use Management Code appropriate re-zoning standards for determining whether a proposal is consistent with the goals of this Plan preserving rural, open space, agricultural interests and merits approval or denial.

POLICY 4.2.4.4: Create a merger provision in the Land Use Management Code that requires all contiguous, legally created parcels meeting or exceeding the minimum size for the respective zone district and that are owned by the same

individual or entity on or after the effective date of this Plan to be viewed as one parcel for development review purposes. Depending on the property's location and zoning designation, allow the development of the property to be reviewed as a minor subdivision. A minor subdivision provision shall be created in the Land Use Management Code consistent with Utah Code Ann. § 17-27-806, as amended. Once the maximum number of lots are created under a minor subdivision, the remaining property shall be viewed as one parcel for general development review purposes.

POLICY 4.2.4.5: Require a note to be placed on each plat created through the major development review process that describes limitations or allowances for further subdivision of the property.

COUNTY GENERAL PLAN GOAL 4.3: A transfer of development rights (TDR) program may provide opportunities for open space without compromising agriculture, open space, and property rights.

OBJECTIVE 4.3.1: If the county investigates the feasibility of a TDR in the Porterville/Richville Area, collaboration should occur with a Porterville/Richville Area Plan Committee.

POLICY 4.3.1.1: TDR transfers destination rights in the Porterville/Richville shall be for resort expansions only.

CHAPTER 5: TRANSPORTATION AND CIRCULATION

Three secondary highways including Morgan Valley Drive, State Highway 66, and State Highway 65 serve the Porterville/Richville area. These highways should be maintained and governed in such a way as to protect and preserve the rural, open space, and agricultural setting of the area.

GOAL 5.1: The existing county roadway system should be maintained and not expanded except when a compelling public interest arises.

OBJECTIVE 5.1.1: Keep County roadway systems at a minimum to maintain the rural character of the County plus allow for taxpayer protection from costly road maintenance, construction and re-construction.

POLICY 5.1.1.1: The County will not accept new road infrastructure required by new development unless the Legislative Body finds a compelling public interest to accept it and that the new development creating the demand for new or upgraded existing road infrastructure pays its full proportional costs. Examples of a compelling public interest is to add to the existing circulation system to move people and goods safely and efficiently throughout the County or to provide additional access to land required by the General Plan. In all cases, new county owned and maintained road infrastructure must be consistent with the general plan.

POLICY 5.1.1.2: New development will finance traffic impact analysis to determine their impact on existing roads plus project the need for additional new road, trail and other transportation infrastructure, as required. Methods to manage and fund those impacts will be apart of the analysis.

POLICY 5.1.1.3: Discourage the flow of truck traffic through municipal/residential areas consistent with circulation and emergency needs by providing a truck route program which will accommodate the needs of the commercial and industrial uses within the County.

POLICY 5.1.1.4: Establish a Capital Improvements Program (CIP) that incorporates a capital improvements budget and plan for the construction of improvements to the County's roadway system. Specific improvement proposals should be determined for the entire community and all local benefit, cost, feasibility, and safety issues should be considered. Seek alternative funding opportunities to provide adequate transportation and circulation improvements such as impact fees.

POLICY 5.1.1.5: Limit the number of intersections and driveways on all major, secondary and limited access secondary state roadways to promote a safe, efficient and steady flow of traffic.

POLICY 5.1.1.6: Require access to higher density land uses and commercial developments from major, secondary and limited access secondary roadways, and not from low-density residential neighborhoods.

POLICY 5.1.1.7: Establish hillside street design and construction standards that are sensitive to topographical constraints, necessary grade separations and other special needs.

POLICY 5.1.1.8: Maximize use of all major, secondary and limited secondary roadways while minimizing use of all collectors and local streets. Protect residential neighborhoods from intrusion of undesirable through traffic.

POLICY 5.1.1.9: Review design standards for roadway and intersection improvements to safely and efficiently accommodate existing and projected traffic patterns and circulation.

OBJECTIVE 5.1.2: Require new development to study the infrastructure impacts on public roads, trails and other transportation infrastructure that would result from the increased burden on the facilities and services by the development and to provide mitigation plans.

POLICY 5.1.2.1: All PRUD's, MPDR's (resorts) and other major developments shall finance a comprehensive transportation and circulation analyses along with detail fiscal and physical mitigation plans. Minor developments may be required to provide these analyses.

GOAL 5.2: Any new roads required by new development shall be constructed to County standards.

OBJECTIVE 5.2.1: All new road infrastructures, whether it be for private or public use, needs to be built to County standards.

POLICY 5.2.1.1: All new development projects will have their on and off site road requirements meet the County road standards in place.

GOAL 5.3: The existing railroad line may serve as a possible mode of future regional transportation. Development patterns identified in the previous Land Use section will facilitate future alternative transportation systems, if necessary.

N/A

GOAL 5.4: Rural trail systems may be appropriate within future master planned communities (NA to Porterville/Richville area).

OBJECTIVE 5.4.1: Rural trail systems are an important alternative form of transportation and should be planned for Morgan County.

POLICY 5.4.1.1: All future major developments, such as PRUD's and MPDR's, should be planned with rural trail systems. All new development will conduct pedestrian impact analysis studies and design and construct trail infrastructure to meet those needs.

Draft, 2/28/07

CHAPTER 6: ENVIRONMENT

Environmental resources of the Porterville/Richville area should be protected including water quality, air quality, wildlife habitat/corridors, scenic quality, hillsides and slopes, ridgelines, open space, soils, vegetation, wetlands, riparian corridors, and flood plains. To protect all of the environment and natural resources of the Porterville/Richville area by requiring development to occur in a fashion and location which respects sensitive environmental lands: wetlands, flood plains and natural drainage patterns, steep slopes, productive agricultural lands, geologically unstable areas, critical wildlife areas, vegetation and important scenic features such as ridgelines, hillsides, and scenic corridors. Community members take great pride in their homes, farms, and ranches and adhere to the historic values of farming the land and protecting the inherent natural beauty and environmental resources of the valley. Growth and development must be planned and controlled based on these premises. Future generations will applaud the actions of today in preserving the environment of this exceptional mountain valley.

COUNTY GENERAL PLAN GOAL 6.1: Environmental resources of the County should be protected including water quality, air quality, wildlife habitat/corridors, scenic quality, hillsides and slopes, ridgelines, agriculture, open space, soils, vegetation, wetlands, riparian corridors, and flood plains.

OBJECTIVE 6.1.1: Protect all of the environmental and natural resources of the Porterville/Richville area by requiring development to occur in a fashion and location which respects sensitive environmental lands: wetlands, flood plains and natural drainage patterns, steep slopes, productive agricultural lands, geologically unstable areas, critical wildlife areas, vegetation and important scenic features such as ridge lines hillsides and scenic corridors.

POLICY 6.1.1.1: Strongly discourage any development on mountain hill sides and ridge lines that allows a structure to protrude into the sky line, as viewed from all public roadways by establishing a provision in the Land Use Management Code regulating the placement of any structure in these sensitive areas.

POLICY 6.1.1.2: Prohibit any development in moderate or high quality wetlands, unless appropriate mitigation is approved by the jurisdictional governmental agencies.

POLICY 6.1.1.3: Promote rural, open space, and agricultural uses in designated flood zones unless the hazard can be adequately mitigated.

- a. Richville/Porterville discourages development or construction in a flood plain or whenever it will significantly alter the natural drainage

patterns of the land. Development in a flood plain shall specifically comply with all applicable Federal Emergency Management Agency regulations.

- b. Base densities for dwelling units and present zone designations should not be changed or increased in existing flood plain areas in the Porterville/Richville area.

POLICY 6.1.1.4: Protect any wildlife habitats or corridors.

- a. Limit development in or near wildlife winter ranges, wildlife birthing areas, eagle nesting areas, fisheries, or migration corridors.

POLICY 6.1.1.5: Prohibit any development or construction on any natural slope that is 25 percent or greater and require engineering measures to reduce the slope instability hazard potential and risk.

POLICY 6.1.1.6: Prohibit any development on lands which, based on reliable evidence, is found to be unsuitable for the development due to unstable soil conditions, that have or can result in existing or potential slope instability, or have evidence of snow avalanche history.

POLICY 6.1.1.7: Development that accelerates the erosion of soil, and thereby contributes significantly to the stream sedimentation, will require special review and mitigation to the satisfaction of Morgan County.

POLICY 6.1.1.8: Adopt standards for logging on private land that minimize the adverse impacts of the operations on soil erosion, sedimentation, and other reasonable concerns following the policies of the National Forest Service regarding extracting of timber in the Western Region.

POLICY 6.1.1.9: All development in areas where existing vegetation stands are predominant shall retain the maximum amount of existing vegetation on a site. Areas that shall remain undisturbed shall be designated before construction on any site containing sensitive lands and vegetation. The edge of disturbance areas shall be made to look as natural as possible. Straight-line removal of vegetation is discouraged.

POLICY 6.1.1.10: Due to the importance of high quality soil types in the Porterville/Richville area include “Right to Farm” provisions in the Land Use Management Code to protect existing prime agricultural operations and provide incentives for the continued production of prime agricultural lands.

OBJECTIVE 6.1.2: Protect water quality and ensure that there are adequate quantities of water for all users in Porterville/Richville area.

POLICY 6.1.2.1: Protect the water quality and make sure there is an adequate quantity of water for all users in the Porterville/Richville area.

POLICY 6.1.2.2: Development should not be permitted which will adversely affect the quality and/or accessibility of the water resources in the area.

POLICY 6.1.2.3: The Morgan Soil Conservation, in conjunction with the State of Utah Department of Agriculture and Food, conducts a annual study of the well and culinary water quality each year in the Morgan area and has findings of high levels of nitrates, coliform, and ecoli in the Porterville/Richville area in some private wells. These levels need to be watched and taken into consideration for future use of the land. (Appendix: State of Utah Ground Water Program)

POLICY 6.1.2.4: It is a recommendation that a central community culinary water system or several small systems be studied and developed for the residences in the Richville/Porterville area.

POLICY 6.1.2.5: No new development should be approved without providing the evidence of “wet:” water (not paper water).

POLICY 6.1.2.6: Morgan County wishes to work with the stakeholders involved with East Canyon so that the water quality can be returned to its former levels including the East Canyon Creek Watershed Committee.

POLICY 6.1.2.7: Septic tanks are the only means of household waste disposal at this time. The current water systems at this time are almost at maximum. Also, there are no plans for a sewer system in the near future. Wells that become contaminated are unusable for human consumption; cleanup is expensive and long lasting. For that reason, zone changes should not be allowed without obtaining proper permits from the Weber-Morgan Health Department and a review by the Porterville/Richville Area Plan Committee, including a favorable recommendation.

POLICY 6.1.2.8: Morgan County should aggressively enforce any violations of County environmental health policies related to inadequate septic systems in the Porterville/Richville area.

POLICY 6.1.2.9: The Morgan-Weber County Health Department shall conduct percolation tests and determine probable worst case, on-site and off-site impacts of septic system development and prescribe mitigation requirements which shall be incorporated into a development prior to the issuance of a building permit.

POLICY 6.1.2.10: Legal non-conforming lots shall meet minimum standards for septic and water and be developed in a manner which is sensitive to the land.

POLICY 6.1.2.11: Richville/Porterville should work with the Army Corps of Engineers and Natural Resource Conservation Service to establish “Special Area Management Plans” within Richville/Porterville as a means to proactively work toward the protection of important wetland resources, and to establish mitigation strategies for unavoidable impacts.

POLICY 6.1.2.12: Adequate buffers from development should be provided along all waterways and wetlands in the Porterville/Richville area.

POLICY 6.1.2.13: Prohibit sewage and other waste disposal systems from discharging into any stream or waterway in the Porterville/Richville area. Current controlled discharge from the East Canyon Resort should be closely monitored by the Weber/Morgan Environmental Health Department and other state and federal agencies.

OBJECTIVE 6.1.3: Development shall not contribute significantly to the degradation of air quality in the Porterville/Richville area.

POLICY 6.1.3.1: Morgan County should establish an ongoing air quality monitoring program and actively implement corrective strategies, which might include appropriate regulations on fireplaces and other similar measures, if required to maintain acceptable air quality standards.

POLICY 6.1.3.2: Farming in the community helps purify the air naturally by producing carbon credits from certain crops such as corn, barley, wheat, etc. Agricultural interests in the Porterville/Richville area should be protected to enhance air quality.

OBJECTIVE 6.1.4: Preserve and create appropriate motorized and non-motorized access to public lands in conjunction with public land managers and major development projects. The intention is not to require property owners who live adjacent to public lands to provide public access, rather only in areas that are appropriate for access while protecting private property rights.

POLICY 6.1.4.1: Morgan County should work with all public land managers and residents of Morgan County to identify appropriate access points to public lands that should be protected or encouraged and develop strategies for providing and maintaining such access points on a long-term basis, while protecting private property rights.

OBJECTIVE 6.1.5: Coordinate minimum fire safety standards between the local fire districts and wild-land fire district to ensure consistent fire safety standards in the Porterville/Richville area.

POLICY 6.1.5.1: Incorporate subdivision standards and development requirements in the Land Use Management Code that minimize the impact of

developing in remote and environmentally sensitive parts of the Porterville/Richville area, including requirements for water supply for fire fighting purposes, measures for clearing brush and vegetation from the area around the structure, access, infrastructure standards, and other appropriate regulations in high, moderate, and low fire hazard areas.

OBJECTIVE 6.1.6: Manage development, minimize damage and hazards, and protect life and property in areas subject to risk from natural hazards such as seismic activity, unstable soils, flooding conditions, and other geologic hazards in the Porterville/Richville area.

POLICY 6.1.6.1: Require all new development to have an adequate water supply, road widths, and reasonable secondary emergency access to minimize health and safety risks.

POLICY 6.1.6.2: Require that soils containing toxic or hazardous substances be cleaned up to the satisfaction of the agency having jurisdiction prior to development or redevelopment.

POLICY 6.1.6.3: Review development proposals located in or immediately adjacent to areas of soil instability, liquefaction areas, and steep slopes to provide geotechnical studies, determine if a significant constraint exists relative to these various issues and to determine appropriate land use and structural design.

POLICY 6.1.6.4: Promote open space in designated flood zones unless the hazard can be adequately mitigated.

POLICY 6.1.6.5: Morgan County should require all new and remodeled structures to meet or exceed International Building Code (IBC) earthquake resistant design standards. Morgan County may also consider adopting other portions of the IBC in addition to those for earthquake design and more specifically consider adopting Appendix Chapter 33 “Excavation and Grading” and Chapter 18 “Foundations and Retaining Walls”.

POLICY 6.1.6.6: Morgan County should develop hillside-grading standards, by ordinance, to minimize the hazards of erosion and slope failure.

POLICY 6.1.6.7: Morgan County should require the protection of all wetlands, streams and other waterways and other environmentally sensitive lands from construction impacts and runoff from parking lots, roads and other impervious surfaces.

OBJECTIVE 6.1.7: Prohibit any development in the Porterville/Richville area on lands which, based on reliable evidence, is found to be unsuitable for the development due to unstable soil conditions.

POLICY 6.1.7.1: Protect life and property by managed development in unstable soils. (Appendix: 1997 Porterville/Richville Master Plan)

OBJECTIVE 6.1.8: Place a high priority on the preservation of the natural beauty that surrounds and exists through the Richville/Porterville area in reviewing any future development for approval.

POLICY 6.1.8.1: Maintain a rural look and atmosphere in the community.

POLICY 6.1.8.2: Protect the pristine mountain and valley area for the residents of the community.

POLICY 6.1.8.3: Protect the quietness and pristine life in the community.

- a. Preserve open space in and around the community.

Draft, 2/28/07

CHAPTER 7: PUBLIC SERVICES

Public Services in the Porterville/Richville small villages will be limited until sometime in the future when plans are made and implemented to create and develop culinary water sources, sewage facilities, etc. These services should be created with an understanding of the Area Plan's intent to protect the rural, open space, and agricultural setting of the valley.

GOAL 7.1: The expansion of public services and facilities should be concentrated in the designated growth areas of Morgan City and Mountain Green. Other county planning areas should receive adequate levels commensurate with rural level of services.

OBJECTIVE 7.1.1: Develop a five year comprehensive Capital Improvement Plan (CIP), Budget (CIB), and Program so that all citizens, landowners and developers will know and understand the allocation, timing, level of service standards, and location of County resources for public infrastructure in the Porterville/Richville area. Such a plan, budget, and program would allow the County to develop needed public facilities or improvements to existing facilities. The Capital Improvement Plan, Budget and Program would allow the County to more easily identify new development impacts and then to allow developers to mitigate those impacts through physical and fiscal methods. This plan, budget, and program could include, but would not be limited to, roadway facilities; parks, recreation facilities, open space and trails; public safety facilities; water rights and water supply, treatment, and distribution facilities; waste water collection and treatment facilities; storm water, drainage, and flood control facilities. A CIP is a necessary precursor for the implementation of impact fees should the County decide they are an appropriate method of financing the costs of new infrastructure for new development. A CIP also aids the county in separating funds collected for capital facility capacity expansion vs. those collected to support annual operations. Funds collected for capital facility capacity expansion shall not be used to support operations expense. The Information/Data Document of this General Plan has identified needed capital facilities that can be mitigated proportionally by new development.

POLICY 7.1.1.1: The County should develop and implement a Capital Improvement Plan, Budget and Program.

OBJECTIVE 7.1.2: Fiscal impact analysis studies need to be conducted by all development projects to understand the possible expansion of public services and facilities, the costs associated with those facilities, and the revenues from proposed developments that will cover or off set those costs in the Porterville/Richville area. This is a means for *proactive* control of service costs. Control of service costs is *critical* for a "bedroom" community expecting increased new development, which will experience not

only increased service demand (more homes) and a need for increased capacity, but also a higher LOS. In such a community, revenue can be expected to be continually scarce. The "expense side" of the fiscal equation is a realistic means of control. Anticipation of higher net revenue consequent to development is illusory and planning under such an assumption will likely yield increased taxes to existing residents. Fiscal analysis has the following practical applications:

- Quantify the cost of service by property type and service type. (The cost of road maintenance for example, attributable to single-family, multifamily, retail, hotel, office, and industrial.)
- Allow for the *rational, pro-active* evaluation of the fiscal implications of land use decisions (net cost to current residents) – evaluate the impact of density, site configuration, level of service standard (LOS) decisions.
- Evaluate the cost of increased service provision – plan now for the financial demands of growth.

POLICY 7.1.2.1: The County shall require fiscal impact analysis from all development projects.

OBJECTIVE 7.1.3: Establish level of service expectations that are compatible with the County's ability to serve the Porterville/Richville area, especially the more remote areas. Further, the County will establish a policy and educate existing and future residents regarding service and infrastructure expectations in Morgan County.

POLICY 7.1.3.1: It is the intent of Morgan County to continue to provide the existing variety, scale, and frequency of public services and infrastructure for all existing and new development including those located in remote areas of Morgan County. It is not the intent of Morgan County to increase the variety, scale, and frequency of public services and infrastructure or to provide urban levels of service and infrastructure in remote areas. Town and village centers will receive county services commensurate with their needs, more fully described in Chapter 3: Community Character.

POLICY 7.1.3.2: It is the intent of Morgan County to notify future residents so that, due to the fact that current usage of certain previously approved developments is different than was anticipated at the time of the original development approval, there may be infrastructure in these remote areas that does not meet adopted County infrastructure standards. This may affect the provision of County and Special Service District services in these areas.

POLICY 7.1.3.3: Require that a note be placed on each future subdivision plat that states the level of service expectations for the property.

POLICY 7.1.3.4: Require property owners that make application for a building permit for a new residential dwelling unit that will be constructed in a remote location in Morgan County to sign a "memorandum of understanding (MOU)," acknowledging the level of service expectations for the subject property. The memorandum of understanding should be recorded in the office of the County Recorder as a means of notifying future owners of the property.

OBJECTIVE 7.1.4: Require development to be timed and sequenced in a manner consistent with the capacity of available public services within the two small villages of the Porterville/Richville area.

POLICY 7.1.4.1: New development will not be approved unless it is timed and sequenced with the availability of public services. This philosophy, concurrency or adequate public facilities, protects future citizens from buying or renting properties that do not have adequate public facilities to service their homes and businesses. Examples of public facilities may include police, fire, schools, water, sewer, libraries, recreation facilities, road maintenance, and snow removal.

POLICY 7.1.4.2: The County shall develop a capital facilities plan which will look at the current facilities and services, estimate future needs and resources to meet those needs, and develop a long term plan to address to needs within the County's financial capability.

OBJECTIVE 7.1.5: Require new development to finance the study of infrastructure impacts on public facilities and services that would result from the increased burden on the facilities and services by the development.

POLICY 7.1.5.1: All new development will finance fiscal impact analysis which will analyze the future fiscal and physical impacts on the County's infrastructure by proposed development.

OBJECTIVE 7.1.6: Require development to pay its fair share of the impacts created on public facilities and services by proposed new development in the Porterville/Richville area.

POLICY 7.1.6.1: All new development will pay the fair share costs associated with the proposed development. On site, it is understood that the development will pay all costs associated with the project. Off site, the development shall pay its proportional costs on county infrastructure such as police, fire, water, sewer, roads, and recreation facilities.

OBJECTIVE 7.1.7: Provide a means by which existing and future residents understand the levels of service that will be provided by the County and other service providers in each zone district or geographic area of the Porterville/Richville area.

POLICY 7.1.7.1: Establish a Service Provision Plan for Morgan County that defines the level of service that can be expected by residents living in various locations in Morgan County. The service provision plan will establish the following level of service standards:

Town Centers = Town (urban) Levels
Village Centers = Moderate (village) Levels
Rural Countryside = Rural Levels

A service provision plan will evaluate the current and expected future level of service (LOS) for each local government service. This is a necessary part of the fiscal impact analysis, but alone it stands as a useful tool. It provides a means by which department managers can begin to think about and understand the impact of growth in very practicable terms—number of new employees needed, new equipment needed, building space, land, etc.

OBJECTIVE 7.1.8: Work with the fire district to develop uniform infrastructure guidelines to be imposed by the County on the Porterville/Richville area during the development review process. These standards should help mitigate fire and wildfire loss by requiring minimum development standards in high, moderate, and low potential hazard areas.

POLICY 7.1.8.1: All new subdivisions and planned unit developments must be served by a water system that meets the fire flow requirements established by the fire code and fire districts.

POLICY 7.1.8.2: Require all public roadways, subdivisions, and planned developments containing private roadways to be constructed according to minimum standards to encourage that vehicular access for emergency vehicles can be maintained.

POLICY 7.1.8.3: Promote adequate fire protection service to encourage the maximum safety feasible throughout the county and work to minimize response times.

POLICY 7.1.8.4: Require dual access systems, particularly in mountainous and high fire risk areas.

POLICY 7.1.8.5: Require fire-resistant landscape buffers, and/or zone buffers for development located in high-risk fire hazard areas.

OBJECTIVE 7.1.9: Work with the fire districts, sheriff department, school district, garbage contractor, library services, emergency medical services, health providers, parks department, road department, and other county service providers to assure their involvement in all proposed developments in the Porterville/Richville area.

POLICY 7.1.9.1: Establish a formal communications system (facsimile machine, email, US mail) to notify all county service providers of proposed major projects.

POLICY 7.1.9.2: Establish a monthly (canceled when no projects are pending) interagency plan review meeting at which all providers may review and comment proposed plans.

GOAL 7.2: Coordination and joint planning should occur between all public and private entities for the provision of services.

OBJECTIVE 7.2.1: Work with public and private utility and other service providers to encourage adequate and safe public infrastructure and public services for residents in the Porterville/Richville area, including upgrading and expansion of existing deficient systems.

POLICY 7.2.1.1: Determine service standards and cooperate with providers for services and facilities that serve County residents to see that these standards are met.

POLICY 7.2.1.2: Require the provision of adequate public services for new developments at the time of occupancy or within a reasonable period of time as designated by the subdivision ordinance.

POLICY 7.2.1.3: Prepare, monitor, and update a comprehensive capital improvements program.

POLICY 7.2.1.4: Encourage water conservation and reclamation in order to reduce water consumption in existing and future residential impoundment's and for commercial and agricultural uses.

POLICY 7.2.1.5: Develop a drainage master plan that is sensitive to environmental and aesthetic concerns.

POLICY 7.2.1.6: Work with appropriate agencies, to encourage regular maintenance, updating, and improvement of catch basins, water, sewer, and storm drain/flood channel systems to protect and enhance ground and surface water quality and allow for sufficient and continued telecommunication service.

POLICY 7.2.1.7: Maintain law enforcement and fire protection personnel and service standards to ensure that all residents, businesses, and visitors to the County are protected.

OBJECTIVE 7.2.2: Require all public and private infrastructure improvements to be compatible with surrounding and nearby development based on the rural, open space, agricultural setting of the Porterville/Richville area.

POLICY 7.2.2.1: Correlate infrastructure development with the provisions and policies of the Land Use Element of this Morgan County General Plan. Inter-local agreements and similar tools should be developed with all service providers so all land use decisions conform to the Morgan County General Plan.

OBJECTIVE 7.2.3: Prepare Morgan County and the Porterville/Richville area for self-sufficiency in the event of a major emergency or earthquake.

POLICY 7.2.3.1: Develop an earthquake/emergency preparedness plan which includes, but is not limited to, the establishment of a volunteer pool to assist in responding to an emergency event, and a volunteer pool to help provide food and shelter to those impacted persons requiring help within the County.

POLICY 7.2.3.2: Develop a plan in cooperation with hospitals, schools, major businesses, utilities, the Red Cross, churches and other service providers to work together and train in preparation for a coordinated response during a major event.

OBJECTIVE 7.2.4: Coordinate Morgan County Emergency Preparedness efforts with incorporated areas within its boundaries including the Porterville/Richville area.

POLICY 7.2.4.1: Coordinate inter-county training and emergency preparedness activities.

GOAL 7.3: New development and growth should pay its own way, particularly concerning infrastructure expansion.

OBJECTIVE 7.3.1: Ensure that the County's present and future fiscal balance of revenues and expenditures is maintained.

POLICY 7.3.1.1: Seek a mixture of land uses, and the progressive and concurrent development of such uses and provide service costs for those uses in the budget, the General Fund, Capital Improvement Program, Enterprise Funds, and other financing mechanisms.

POLICY 7.3.1.2: Require new public and/or private developments to demonstrate the ways in which they can contribute to the achievement of the County's fiscal balance.

POLICY 7.3.1.3: Require developers to finance fiscal impact analyses to the County on proposed development projects.

OBJECTIVE 7.3.2: Allocate the cost, in the Porterville/Richville area, of public services, facilities, and utilities on a fair and equitable basis based on service demand generated and benefits derived from services/improvements.

POLICY 7.3.2.1: Make use of plans and development agreements that specify the nature, timing, cost, and financing mechanisms to be used to fund improvements and services.

POLICY 7.3.2.2: Utilize, where appropriate, public financing mechanisms, such as special assessment districts, and community facilities districts, to fund improvement and service costs.

POLICY 7.3.2.3: Support funding of infrastructure improvements that are consistent with the County's General Plan and financing guidelines.

Draft, 2/28/07

CHAPTER 8: ECONOMICS

The Porterville/Richville Area Plan encourages businesses and activities that are compatible with the Porterville/Richville area identity. Protection of the rural, open space, and agricultural setting of the area is paramount to the decision making process. Those recreational, small business, home business, light extraction industry, hunting, and tourism endeavors that are not degrading to the natural, cultural, and social environment (i.e. without reducing the ability of the environment to sustain the desired quality of life over the long term) of the Porterville/Richville area should be supported

GOAL 8.1: Develop an economy that augments and supports the desired lifestyle of Morgan County residents, the characteristics of which are mountains, open space, recreation, rural, agriculture, and small towns.

OBJECTIVE 8.1.1: Permit appropriate recreational opportunities that will enhance the quality of life in Porterville/Richville area and provide economic development opportunities.

POLICY 8.1.1.1: Develop a plan for promoting appropriate recreational opportunities that are compatible with the goals of this Plan and incorporate it into the General Plan.

POLICY 8.1.1.2: Allow for the consideration and approval of appropriate recreational activities and business enterprises that are compatible with surrounding land uses and the goals of this Plan.

OBJECTIVE 8.1.2: Encourage limited commercial and industrial activity that is compatible with Morgan County's General Plan and the Porterville/Richville area plan in order to enhance the County's valuation.

POLICY 8.1.2.1: Maintain the Highway Commercial (H-C) and Manufacturing (M-D) and General Industrial District (M-G) zone districts in the Land Use Management Code.

POLICY 8.1.2.2: Establish flexible provisions and may entertain re-zoned land applications through the Land Use Management Code that will permit appropriate commercial and industrial land uses at various locations within the unincorporated area of Morgan County so long as:

- a. The specific use is consistent with the efficient use and development of adjacent lands given the zoning designation;

- b. The specific use is compatible and consistent with other nearby uses, will not affect, in a substantially adverse manner, the enjoyment of land in the vicinity of the proposed use, including impacts related to but not necessarily limited to traffic, noise, light, privacy, etc.;
- c. The specific use will not substantially alter the essential character of the surrounding area (as identified in the Porterville/Richville Area Plan);
- d. The specific use will not substantially increase the danger of fire or otherwise endanger public safety, or substantially diminish or impair the values or property nearby; and,
- e. The specific use(s) fit into and are compatible with the desired character of a small village center, or rural countryside as outlined in the Morgan County General Plan, the Porterville/Richville Area Plan and Data/Information Document.

OBJECTIVE 8.1.3: Encourage businesses and activities that are compatible with the Porterville/Richville area identity and that provide jobs.

POLICY 8.1.3.1: Together with the Wasatch Front Regional Council (Association of Governments or AOG), may undertake a study of Morgan County economic development potential and opportunities and adopt a plan for promoting the type of economic growth that is both appropriate for Morgan County and/or supports the continuation of farming and ranching in this area. Such a study, an economic base analysis, would develop an estimate of increased countywide revenue and employment that can be expected from the proposed economic development plan.

OBJECTIVE 8.1.4: Consider in the Porterville/Richville area the development of small home based businesses or clean cottage type industries in the Land Use Management Code.

OBJECTIVE 8.1.5: Work jointly with the Morgan City to determine if appropriate locations and services are available for industry and business within or adjacent to the town.

GOAL 8.2: Outdoor activities, tourism and extraction industries are important to the county, but will require careful planning and management to avoid conflict and incompatibility of use.

OBJECTIVE 8.2.1: Hunting and tourism (recreation and nature) are already important to the county's economy as is extraction industries. These two basic industries are critical to the local economy and yet must be planned to avoid the incompatibility of uses in the Porterville/Richville area.

POLICY 8.2.1.1: All future extraction based industry applications shall conduct a community impact study which will examine all of the costs and benefits (cost benefit analysis) to Morgan County, its citizens, its economy, and its environment. Such a study will realistically look at the physical and fiscal aspects of such a proposed development—both the pros and the cons.

POLICY 8.2.1.2: Extraction based industries shall be planned in the least visually (from major public rights of ways) obtrusive locations. They shall submit with their applications a detailed analysis showing the expected life expectancy of the project, the phasing of the project during the time period, a mitigation plan for the on-site and off-site impacts, the reclamation of the site, and the proposed after use of the site and land.

POLICY 8.2.1.3: All tourism-oriented development (hunting, skiing, nature, etc.) shall be planned in a sustainable manner, not dependent on real estate development for their long-term viability. Such tourism oriented development shall be planned so that the carrying capacity of the project is planned so the number of individuals that it attracts (visitors, new residents and service workers) can be supported without degrading the natural, cultural, and social environment (i.e. without reducing the ability of the environment to sustain the desired quality of life over the long term) of Morgan County and the Porterville/Richville area.

CHAPTER 9: HOUSING

The Porterville/Richville areas should afford reasonable opportunity for a variety of housing types suitable to a small village site, rural, and agricultural environments.

GOAL 9.1: The county should afford a reasonable opportunity for a variety of housing types to be developed that will serve the community.

OBJECTIVE 9.1.1: Porterville/Richville area residents should have access to good, safe and sanitary housing that is available and affordable.

POLICY 9.1.1.1: Establish and maintain development standards that support housing development while protecting General Plan goals.

POLICY 9.1.1.2: Uphold freedom of choice of housing type and neighborhood for all, regardless of race, color, age, gender, marital status, religion, ancestry, national origin or the presence of any sensory, mental or physical disability.

OBJECTIVE 9.1.2: Consider mechanisms that can be accomplished on an individual level to encourage personal development of affordable housing.

POLICY 9.1.2.1: Consider appropriate incentives and requirements in the Land Use Management Code to obtain an appropriate amount of affordable housing in every major subdivision. Appropriate unit types can range from caretaker units to carriage houses, to single family dwellings. Major development should help contribute toward a balance in affordable housing types.

POLICY 9.1.2.2: Encourage housing which can be added on to incrementally by owners after purchase – for example unfinished basements – to bring down initial costs.

OBJECTIVE 9.1.3: Mitigate the impact resort developments upon the current housing needs of the Porterville/Richville area.

POLICY 9.1.3.1: Develop a Housing Linkage Program for Resort-based Development requiring the developer to provide housing for a certain percentage of their new employees.

POLICY 9.1.3.2: All seasonal housing needs are primarily the responsibility of seasonal employers.

POLICY 9.1.3.3: Encourage major seasonal employers to develop housing products specifically for seasonal employees near their places of employment.

POLICY 9.1.3.4: The percentage will be lowest for units provided on-site or nearby, and higher when cash, land or other resources are provided in lieu of housing.

POLICY 9.1.3.5: Encourage mixed-use developments in appropriate locations near resort center.

POLICY 9.1.3.6: Examine land use regulations to explore options for additional mitigation.

OBJECTIVE 9.1.4: Safeguard the condition and promote the maintenance of the existing housing stock.

POLICY 9.1.4.1: Promote the revitalization and rehabilitation of substandard residential structures.

POLICY 9.1.4.2: Ensure that rehabilitation of existing housing addresses the health and safety needs of the residents while respecting the character of the structure.

POLICY 9.1.4.3: Ensure that rehabilitation of existing units does not result in permanent displacement of existing residents.

POLICY 9.1.4.4: The County shall require property owners to replace affordable housing lost by redevelopment.

POLICY 9.1.4.5: Ensure that property owners are made aware of state programs to promote capital improvements to owner-occupied housing.

POLICY 9.1.4.6: Encourage and promote the use of private and public funding to provide rehabilitation, home improvement, and maintenance loans and grants.

GOAL 9.2: Housing development should mostly occur within the designated growth areas of Morgan City and Mountain Green. Some housing growth is expected in the Porterville/Richville area. Affordable housing is an issue that Morgan County needs to address in cooperation with the municipalities in the county.

OBJECTIVE 9.2.1 Housing development should mostly occur within the designated growth areas of Morgan City and Mountain Green and master planned communities. Some housing growth is expected in the Porterville/Richville area.

CHAPTER 10: FACTS AND FINDINGS

In spring and summer of 2006 the Morgan County Planning Commission and the Morgan County Council held public hearings regarding a zoning change request in the Porterville/Richville Area. These hearings drew the attention of several local residents. The residents called upon the County Council to reconvene a Porterville/Richville Master Plan committee to consider the impact this change and similar requests would have on the area. In support of the citizens' request, the council authorized the planning commission to organize an area plan committee for the purpose of reviewing and revising the 1997 Porterville/Richville Area Plan.

The fifteen-member Porterville/Richville Area Plan Committee met numerous times from June 2006 through February 2007. Most meetings were held on Wednesday evenings in the County Council chambers. The two-hour sessions were filled with instruction, deliberation, voting, and reflection. Records of the proceedings were kept and are included in the addendum of the plan. Community members often attended the meetings and on occasion shared their views and opinions. The committee sent a survey to the residents of the area. Approximately 161 surveys were returned to the committee. The committee also received a petition signed by 185 residents.

After much deliberation, input from residents, and examination of the survey and the petition the committee developed the proposed plan with major considerations such listed below as a synopsis of the Facts and Findings of the committee:

PORTERVILLE/RICHVILLE AREA GOAL 10.1: The committee will be responsive to the community in which they live. Input from community members will be considered in the development of this plan.

Facts and Findings 10.1.1: The Porterville/Richville area has historically been a rural, open space, agricultural, river valley, and mountain ridge setting. Porterville and Richville residents of today are committed to these historic values of farming the land and protecting the inherent natural beauty and resources of the valley. Future growth and development must be planned and controlled based on these premises.

Facts and Findings 10.1.2: Eighty-seven percent of the residents in the Porterville/Richville area indicated they prefer small villages sites in their communities. The centers were to be located at Highway 66 and Morgan Valley Drive in Porterville and Richville Lane and Morgan Valley Drive in Richville.

Facts and Findings 10.1.3: Sixty-eight percent indicated they did not want current zoning to change from the present RR-1 along major county roads and A-20 behind the RR-1 zone.

Facts and Findings 10.1.4: Eighty percent of respondents indicated that open space was very important to the quality of life in the area. Only 2% indicated it was not important.

Facts and Findings 10.1.5: fifty-six percent prefer a PRUD pattern within the small village sites and 51% prefer a PRUD pattern outside the village site.

Facts and Findings 10.1.6: Sixty-five percent of respondents do not believe the county should require sewer treatment system(s) in the area and 55% believe culinary water should be provided through individual wells.

Facts and Findings 10.1.7: Seventy-seven percent indicated subdivisions in the area should be more rural without curb and gutter.

Facts and Findings 10.1.8: Fifty percent of respondents indicated that cabins sites should be on 320 acres or greater and 71% indicated that cabin size should be 1500 square feet or less.

Facts and Findings 10.1.9: The committee also received a petition signed by 185 residents requesting that zoning should be maintained as suggested by the 1997 Porterville/Richville Area Plan RR-1, A-20, MU 160 and F-360) and not to allow small villages or village sites to develop in the area.

PORTERVILLE/RICHVILLE AREA GOAL 10.2: The Porterville/Richville Area Plan will protect the rural, open space, and agricultural setting of the area. Land use, including zoning regulations, is critical to this plan.

Facts and Findings 10.2.1: Preservation of the rural, open space, agricultural setting in the Porterville/Richville area is of prime importance. Zoning within and without the small villages have been designated such in order to protect the preservation of this environment and setting.

Facts and Findings 10.2.2: Two small village sites will be developed. One near the Highway 66 and Morgan Valley Drive in Porterville and one near the intersection of Morgan Valley Drive and Richville Lane in Richville.

Facts and Findings 10.2.3: Zoning within the small village sites will be RR-1, RR-5, and A-20. Zoning outside the small villages will be RR-1, A-20, MU 160, and F-1. RR-5 will be prohibited outside the small village sites.

Facts and Findings 10.2.4: In order to protect the rural, open space, and agricultural settings in the Porterville/Richville area, zoning, variance, Standard

Development Pattern subdivision, and PRUD requests that would increase the base densities of the property(s) under consideration should be denied and/or prohibited. base density is defined as one residential dwelling unit or cabin per minimum requirement in the zone or zones under consideration for change (RR-1, A-20, MU 160, F-1).

Facts and Findings 10.2.5: Discourage development or construction in a flood plain or whenever it will significantly alter the natural drainage patterns of the land. Development in a flood plain shall specifically comply with all applicable Federal Emergency Management Agency regulations. Zoning within a flood plain will not be downsized from its present designation. Presently much of the flood plain lies within the A-20 MU 160 zones.

PORTERVILLE/RICHVILLE AREA GOAL 10.3: Development in the area, including possible resort expansion, will be protective of the natural environment including water, air, wildlife, vegetation, and historic sites and artifacts such as the Mormon Trail.

Facts and Findings 10.3.1: Resort centers in the East Canyon area are to be designed around the rural, open space, and agricultural settings of the area. Development should be disbursed, complementary to environment, and conducive to preserving native vegetation and animal life.

Facts and Findings 10.3.2: Opportunities for growth within the Porterville/Richville area are sufficient under the present zoning requirements. Much space remains for additional dwelling units within the present suggested plan.

Facts and Findings 10.3.3: Preserve and protect historically significant elements of the area such as the Mormon trail, California Oregon Trail, and Pony Express route. The "Old Porterville Church" or other historically significant structures built before 1900. The Porterville and Richville cemetery sites, Native American burial sites and any future discoveries of pre-historic, Native American or pioneer significance.

Facts and Findings 10.3.4: The area provides critical habitat for a variety of wildlife and vegetation. These ecosystems should be protecting including sensitive Bald Eagle nesting grounds, winter and summer ranges for elk, deer, moose and wild turkeys, migratory routes for geese and ducks, and spawning streams for native cutthroat trout.

Facts and Findings 10.3.5: Water is a limiting factor in the Porterville/Richville area. Culinary water sources in some areas are limited and others are contaminated with high levels of naturally occurring nitrates. In other areas the water table is near ground surface. The two existing community culinary water storage facilities are reaching capacity.

Bibliographies of current members:

(This area should include education, service to community, and other notable accomplishments.)

County Councilman Bruce Sanders

Ken G. Adams

Connie Carter

Blanche Chournes

Blaine Fackrell

Robert Kilmer

Dave Nicholas

Brent Porter

Rodney Rose

Rob Vigoren

Dee Waldron

Kraig Walker

Lindsay Wilde

Faye Wingate

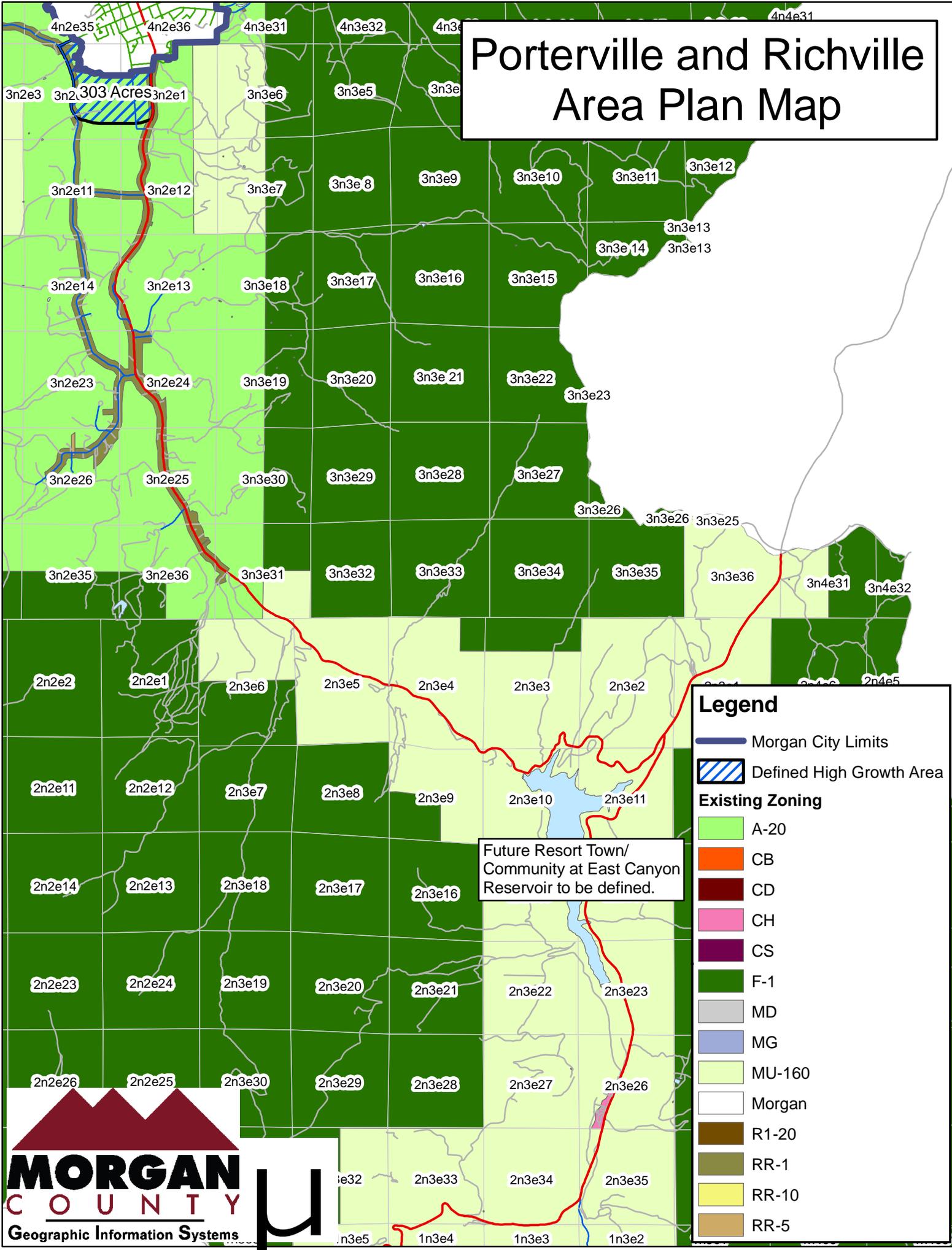
Robert Wingate

Jim Wiscombe

The Porterville/Richville Area Plan follows the outline of the Morgan County General Plan. The Porterville/Richville Area Plan was developed on a basic premise stated on page 8 of the Morgan County General Plan.

“The prospect for growth raises the questions of what kind of a community will and can Morgan County (Porterville/Richville) become? The basic premise is that the residents of every community have the right to determine the quality of life they wish to preserve. A community can take charge of its own destiny and need not be subjected to the vagaries of undirected growth.”

Porterville and Richville Area Plan Map

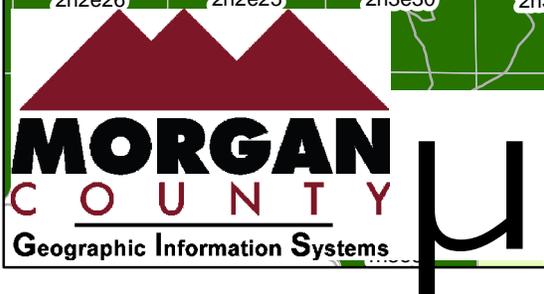


Legend

- Morgan City Limits
- Defined High Growth Area

Existing Zoning

- A-20
- CB
- CD
- CH
- CS
- F-1
- MD
- MG
- MU-160
- Morgan
- R1-20
- RR-1
- RR-10
- RR-5



ROUND VALLEY, COMO AND TAGGARTS GENERAL PLAN

GENERAL PLAN MEMBERS

Ron Crouch, Chairman
Scott Rees
Gene Erchanbrack
Bruce Tonks
Les Berg
Lloyd Heiner
Lynn Mickelson
Tamera Sargent

ROUND VALLEY AND COMO

INTRODUCTION

The Morgan County Planning Commission selected this group of citizens to develop guidelines for a new General Plan. The assignment of this group was to develop a long range growth plan for the Round Valley, Como and Taggarts. The group represents the major land owners in the various areas. In addition, Ron Crouch from the County Planning Commission served as Chairman of the group.

The study area covered the Northeastern portion of the county. The area started at the Morgan City limits and ended at the Weber River bridge by the Devils Slide rest area.

Since the area borders Morgan City, a representative from the Morgan City Planning Commission was asked to serve on the advisory group. Lynn Mickelson was asked to serve on this board since he is a member of both the Morgan City Council and the Morgan City Planning Commission. This was a non-voting advisory role only.

ZONING

The Como area is shown on the 1978 zoning maps as RR-1. Member Heiner stated that Como was changed to a PUD during the 1980s. This item is being researched by the Planning Office. Round Valley is zoned A-20 and MU-160.

It is the general consensus of the Planning Group that the current residents in Round Valley and Como want to change the current zoning and allow for more residential housing. This was discussed at great lengths in our meetings and several options were discussed to accommodate this growth.

Two major issues were discussed that limit the amount of growth that can be accomplished in this area. The issues are frontage requirements and County roads. In addition, the issues of water, sanitation, county services, and the general health, safety, and welfare of the residents were discussed.

Current zoning allows for development along the county road only. There are also frontage requirements that are required by the 1978 code. There is a trend in the county to allow for setbacks on building lots to be increased. This allows a green area or open space to be left as a buffer between the residence and the county road. This concept is encouraged since it allows for more open space and contributes to the rural atmosphere of the area. In order to setback the residence and develop the green space between the county road and the residence, most times there needs to be a rezone to change the setback. In addition, there are many times that the lot size is greater than one acre. If the lot exceeds one acre, then there are limits recorded on the deed that prohibit any further residential building on the lot. For example, if a lot is rezoned to allow a house to be constructed 500 feet from the county road, and the lot contains 4 acres and is in the RR-1 zone, the lot would be recorded as a one home lot with 4 acres.

The Planning group wants to maintain the rural atmosphere that now exists in the area. In order to achieve this goal, open spaces are encouraged in the future. There is some farm ground in the area as well as flood lands along the river. These areas along with the green space provided by the golf course will help to maintain the rural atmosphere in the future.

There are some large landowners that are unable to meet the frontage requirement on county roads. In some instances, there exists the potential to create additional frontage if new roads were constructed. This would be accomplished with loop roads connecting to the existing county road or new county roads that may be constructed in the future. There was some discussion for allowing building on these large parcels without adequate frontage.

It is the opinion of the committee, that if residences are allowed to be constructed without the prescribed frontage, then the trade-off needs to be large tracts of land dedicated to open space. The Committee recognizes that there is not a method currently in place that allows for this type of zone. When a new Land Development Code and General Plan is adopted, then large tracts of land without adequate frontage needs to be addressed.

The recommendation of the group is to change the current zoning to RR-1 the entire length of the existing county road. It was further recommended to allow building on the large tracts of land without frontage. The requirements would be to create a new zone with a minimum lot size of 100 acres. Additionally, a Commercial Zone should be established at the Rees Interchange on I-84.

ROADS AND TRANSPORTATION

In order to accommodate future growth in this area, a double access road will have to be constructed. Current zoning along single access roads allows for infilling only. In order to satisfy the double access requirement, a new bridge over the Weber River will have to be constructed. The current owners of Como are willing to work out a

land trade with the county that would allow a new bridge to be constructed near the diversion dam.

One proposed alignment for a new road would be to leave the county road in the vicinity of the Fairgrounds, follow the alignment of the Weber River, cross the river near the diversion dam, then follow the old alignment of the existing road to Round Valley Resort. From this point the road would then cross the Weber River a second time in approximately the same vicinity of the Rees private bridge, then travel to the Round Valley exit on I-84. At this point, there are two options, one would be to work out an agreement with the Railroad for a public crossing and the second, or most preferred option, would be to follow the alignment of the Railroad back to the existing county road near the Fairgrounds.

If this new road were constructed, it is imperative that it be constructed to a minimum width of 66 feet. The road would traverse several areas where there are unstable soil conditions and ground water. In order to cross these areas, the roadbed would have to be sub-excavated and stabilized. An all weather asphalt or concrete surface would also be required.

The problems associated with this route are right-of-ways, Railroad crossings, unstable ground conditions, realignment of the Weber River, flood areas and funding. The general consensus of the study group was that the county should fund the existing road and any new construction would be the responsibility of developers.

The responsibility of development of a new road being the responsibility of the developer parallels the general attitude of the Planning Commission and the County Commission. This general consensus, of the Planning group, Planning Commission and the County Commission, is based on the premise that it is unfair to burden the current residents of the county with roads for the benefit of development.

Another option suggested would be to eliminate the bridge at the diversion dam and leave the current road above Como. The problems associated with this route are the narrow road and shifting traffic through Morgan City. If this route were chosen the existing road would have to be widened. This is difficult to do since the road traverses a solid rock outcropping. The geologic structure in this area creates the natural springs that feed Como. Blasting in this area poses a threat to the underground formations and may damage or alter the springs. This route would also increase the traffic flows through Morgan City on 100 South, which would probably be unfavorable with residents along this route.

The final option that was suggested by the Study Group would be to construct a road behind Como Peak. This road would leave 100 South somewhere near Wilkinson construction offices and shop. The road would cross a low area behind the Como Peak. The road would then follow the hills and foothills to the Erchanbrack dry farms. This road would cross the current property owners of Laughter, Tonks, Rees, and Erchanbrack.

The disadvantages of this route are the steep terrain, and scarring the hillside and maintenance. The advantages are getting the road out of the bottom of the valley where flooding often occurs and the preservation of the green areas through the river bottoms. This route would also impact 100 South, since it would be the primary access route to Como and Round Valley.

The existing road is a severe safety hazard. Safety of the traveling public and residents in the area is a vital concern of the Study Group. If development of the area is delayed, along with a new access road, something should be done to upgrade the existing road. The construction of the bridges and upgrading the current road for safety reasons falls under the jurisdiction of the County Commission. The Planning Group strongly encourages the County commission to expedite construction of the new Como Bridge and upgrade the existing road for safety reasons.

The old Como bridge has been an issue of controversy for some time. The bridge going into Como is private. It is also a one lane road and does not meet roadway standards for public use. Since this road traverses private property and is not a public road it cannot be considered as an access to Round Valley.

WATER

The current residents in the study area obtain their water from wells and springs. Como has a large volume of water obtained from several springs located near the resort and additional springs located near the Fairgrounds and Interstate 84 as well as a spring in Fry Hollow. Como currently has a 15,000 to 20,000 gallon reservoir in Fry Hollow. Water in the Como area is currently used for residences, raising fish and a bottling plant.

The residents of Round Valley use private wells and springs for culinary water. To service the needs of future growth in the area, a water system would have to be developed or new wells drilled.

Water volume and water quality are concerns of the study group. In order to reduce the number of wells that are drilled in the aquifer, multiple residences using one well is encouraged. If possible, a water line could be installed from springs in the area to service the needs of future residences. Although there is currently an abundance of water in the area, care must be taken to preserve and protect this natural resource.

Wells in the area produce adequate volume and quality. The members of the committee feel that all of the wells in the area are sufficient. The well at the golf course is 160 feet deep and is a good producing well.

SEWER SYSTEMS

The study area is serviced by Morgan City's sewer system or private septic systems. The Como area is connected to the Morgan City sewer system. The Round Valley area is serviced by septic systems.

Wellhead protection areas have to be maintained and allow adequate distances between wells and septic tanks. Although septic systems are permissible in the area, it would be desirable, for the general benefit of the community to continue the sewer line from Morgan City to the Round Valley area.

There was discussion by the Study Group about connecting Round Valley onto Morgan City's Sewer System. The group was informed that Morgan City is not interested in connecting this area onto their system.

ROUND VALLEY RESORT

Round Valley resort was constructed in the mid 1960s. The current owners would like to see the area around the golf course developed into homes and townhouses as well as expanding the existing golf course.

A comprehensive development plan was completed that outlined future development for Round Valley. The plan was to service the water needs with wells; and a private sewer system was designed for the sewage needs. The plan included a large number of new residences.

If the development plan for Round Valley were approved, an additional 18 hole golf course would be constructed at Round Valley Resort. This would make the course a 36 hole golf course. The development plan would allow for green space in the areas along the river that are in the floodplain.

The planned development for the golf course was to be a planned unit development (PUD). This plan was presented to the Planning Commission and was denied. The primary reason for the denial was the issue of two access routes. Additional objections may have been identified, but the issue of access made it a mute point.

MORGAN CITY

Morgan City is not interested at this time in annexing Round Valley into the city. A major area of concern for Morgan City is the additional traffic a new or improved road would have on 100 South. This is a residential neighborhood and is also a School System access route. Additional traffic would impact this route if the current road was upgraded and or a second access route was constructed behind Como Peak.

Morgan City is supportive of a road that would direct traffic towards Commercial Street. If the new road paralleled the railroad tracks to a point near the Fairgrounds, this would encourage traffic to use Commercial Street. The city is still interested in the construction of a new bridge over the Weber River. There may be some city funds available to help with the construction costs of the new bridge.

REES RANCH

The Rees Ranch has properties on both sides of the railroad tracks. The property south of the tracks is range ground and farm ground. A conditional use permit has been issued for the operation of a gravel pit between the Interstate and the golf course. Once the material is removed, a fish pond will be constructed with the possibility of commercial use.

The area on the north side of the tracks is also farm ground and range ground. There is a purebred cattle operation as well as a mink ranch and Rees Family residences located on this side of the tracks. Since the area has an interchange on I-84, the current owners want to have some of the area zoned “commercial” which would allow the construction of a truck stop or other commercial developments.

SUMMARY

The study area has potential for future development in the areas of residential, commercial and recreation. There are currently some commercial developments in the area with the restaurant, bottling works and fish raising facility at Como. Recreational uses are hunting and fishing as well as the Round Valley Golf Course. It is the desire of the majority of the residents to change the current zoning and allow for more housing to be developed in the vicinity of the golf course.

There appears to be a sufficient water supply if additional wells are drilled. We encourage the development of a water system in order to keep the number of wells in the aquifer at a minimum. It is the desire of the Planning Group that if further development takes place to extend the sewer line from Morgan City to meet the needs of Round Valley.

The Round Valley Golf Course is currently operating at about a “Break Even” point. The Resort has development potential if zoning is changed to allow for homes and townhouses. In addition, 18 new holes of golf could be added if the resort were in a more favorable financial position.

The major obstacle for the future development of Round Valley is the issue of access. Before any major changes in zoning can be considered, a loop road or two access roads must be constructed to county standards.

TAGGARTS

Taggarts is located approximately 5 miles east of Morgan. It is located in a wide area in the canyon and is serviced by a freeway on and off ramp. For over 60 years there have been businesses and residents in this area. Due to the fact that this area is not contiguous with the round Valley and Como areas, it was treated as a separate area by the committee.

Within the last year it has been brought to the attention of the Currently the area of Taggarts is zoned Commercial Highway (CH) in the 1978 code. There is some confusion that the area may have been changed to a Central Development District (CD). After some research, there appears to be some additional documentation that during the period of 1988 through 1990, there was a rezone of some of the property to R-120.

Based on the information we now have, it is our recommendation that the zoning of Taggarts be reopened and clarified. If there are errors, then there should be a public hearing held and the area rezoned. This rezoning should reflect the current use of the property.

It is the opinion of this board that the area should be zoned in lots no greater than RR-1 on the flat areas, A-20 on the slopes and MU-160 in the steeper mountainous areas. The reason for this determination is that the residents are serviced mainly by wells and septic tanks. With the current health department regulations with regards to wellhead protection, it is very difficult to have a well and septic system located on a lot of less than one acre.

There are currently 10 residences in the Taggarts area. As previously discussed, all of the residents and businesses are currently serviced by wells and septic tanks.

There are currently two businesses located at Taggarts. Singleton Fence and Firewood is a fence contracting and firewood business. Taggarts Mini Market & Restaurant is the other business. Within the last 6 months, the Mini Market and Restaurant have added on to their facilities.

If this area is rezoned, it is the recommendation of this committee that the zoning for the existing homes, residences and businesses be preserved. If there are any changes in zoning, their rights should be “grand-fathered”.

Since the property area in this area is limited, care needs to be taken to insure that the water quality and quality of life be preserved for the existing residents.

STODDARD/NORTH MORGAN

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INTRODUCTION

In response to a request from the residents of the Stoddard area the Morgan County Planning Commission formed an advisory committee in the Stoddard area to review the current Milton/Stoddard Master Plan, which was formally adopted in 1996, and to make any appropriate suggestions for changes or modifications. In 1999, the Morgan County Council requested that Mountain Green, along with five other unincorporated communities in the county, reconvene its planning committee to draft an updated master plan that would accommodate significant future growth. The committee was comprised of a representative cross section of residents living within the proposed study area. At the first meeting of this committee held on May 5, 2001 Joan Patterson was elected to serve as chairman and Clay Rich was elected to serve as co-chairman.

ROSTER OF COMMITTEE MEMBERS:

Arlene Christensen
Troy Pentz
Darrell Kippen
Sara Lee Neill
Joan M. Patterson
Joseph Pentz
Dee Preece
Clay Rich
Glen Rollins
Ron Robison
Jack O'Driscoll
Jeanne Crozier

Early discussions by the committee focused on ground rules for operation, delineation of the geographical area involved in the study, and consideration of an outline for the committee to follow in order to keep within the scope of the study.

The conclusions reached by the committee were based upon discussions and motions made and voted upon in the meetings which were convened. The results of this process are described at the conclusion of the report under conclusions and recommendations. It should be kept in mind that the findings of the committee represent the feelings of a majority of those present at the meetings, and that a minority opinion may also exist on some issues.

MISSION

The mission of this committee is to project a 25-year master plan for the area, which will include the following:

1. Preserve the quality of life which we enjoy to include clean air and water, public safety, wildlife protection, parks/recreation, and natural beauty.
2. Acknowledge that growth will occur and provide guidelines to accommodate well-planned growth.
3. Identify the wants and needs of the citizens of the subject area as they relate to planning and zoning.
 - A. Divide these wants and needs into separate categories:
 - i. Those that comply with and support the current general plan.
 - ii. Those that do not comply with and support the current general plan.
 - B. Prepare recommendations for changes to the current master plan and the related zoning, which will accommodate the non-compliant wants and needs of the citizens of the subject area.
 - C. Prepare an action plan, which will provide for follow up as this committee continues to work with the planning and zoning board.
 - D. Prepare recommendations for changes to current Morgan County General Plan.

PHYSICAL AREA OF THE STUDY

While not precisely described here, the general physical area of the study is bounded on the south and east by the Morgan City limits. The easterly line lies above the benches and connects with the city limits as far east as Cedar Canyon. The southwest boundary is I-84. All of the area east of Interstate 84, to and including the area known as “the head” (old Smith cabin), between the city limits and the Enterprise eastern line (Enterprise point/Holyoak property), should properly be considered to be within the study area.

MAJOR IMPROVEMENTS AND PHYSIOGRAPHIC FEATURES

Stoddard was established in 1860 and for many years has been a crossroads area. Stoddard has been given village status in the Morgan General Plan.

The area is bisected by Old Highway 30, which runs the length of the area. This road is connected to Milton by the Stoddard Lane, which intersects with Old Highway with an overpass, which crosses over I-84 and the UPRR tracks. Numerous private lanes and farm access roads are also found in the area.

On the East side, several small streams flow out of mountain springs.

There are no recognized culinary water systems within the study area other than private wells, and there are no sewer systems serving the area other than unregulated private septic systems.

The area is bounded by I-84 and the UPRR tracks on the West and by the ridge running south from Durst Mountain on the east side.

PRESENT LAND USES IN THE AREA

Agriculture represents a small portion of the land use in this area, and that consists principally of farming and livestock raising. Farming is marginal in this area. A small area on the Stoddard bench has been under cultivation. The terrain is very rocky and steep which makes farming extremely difficult. Cattle and sheep are raised within the study area and farm products are principally hay, small grains, and corn. None of the residents of the area are dependent upon farming or ranching as their sole means of livelihood.

Land in the study area is largely zoned RR-1 and A-20 along most of the Old Highway and A-20 and MU-160 beginning 300 feet away from roads. On the benches and hillsides, away from the roads, zoning is mostly MU-160. Most residential development has been along the road where zoning has been appropriate. While there are no major housing tracts lying within the area at the present time, some residential development has occurred in the RR-1 zone along Old Highway.

There are two businesses which are open to the public in the area; Ron's Fix-it-Shop, located at the town center on the eastern end of Stoddard Lane on Old Highway, and Stoddard Inn located a short distance to the north of Stoddard Lane. There are some businesses operating under conditional use permits out of the owner's residence. These are Dwight Gailey Plumbing and Larsen Electrical among others.

WATER USE AND WATER SUPPLY

Irrigation water is derived from the Weber River and from mountain springs. North Morgan Extension Ditch provides irrigation water to the area for farmland and for secondary water for some homes on the east side of Old Highway.

As mentioned earlier, almost all culinary water is pumped from private wells associated with residences. Because of this, wellhead protection and protection of groundwater resources is critical.

SOILS IN THE STUDY AREA

The purpose of this study was not to be an analysis of soils. The Department of Agriculture, Soil Conservation Office, and other public agencies have studied and mapped the soils of the area and any future construction or other land uses should be accompanied by an evaluation of the soils and other factors as it pertains to the intended use.

SEWAGE SYSTEMS

No regulated sewage systems serve the area of study. Septic systems have been used for all residences in the area. The County should regulate the use and maintenance of septic systems (pumping on a regular schedule), along with monitoring groundwater in the area to assure that septic tank densities are not too great. Voluntary compliance may not be sufficient to monitor the potential for groundwater contamination. There is presently no means in place to systematically test individual wells for evidence of groundwater contamination. Inspections by the county of new septic systems should be carefully conducted to insure that current Health Department construction guidelines are met as newer and more efficient systems are developed, the county should adopt sewage disposal regulations, which will take advantage of newer technology.

ROADS AND BRIDGES

There is only one bridge across I-84 and the UPRR tracks at Stoddard Lane, which provides access to the west side of the valley. There are only two ways to access the freeway from the study area: by going south through Morgan City, or by going north to the Peterson exit and on-ramp. I-84 was designed to accommodate future on/off ramps at Stoddard at 2000 North Street.

The Old Highway road in the area is a two-lane road with speed limits of 35 and 40 m.p.h. During the times that school buses are picking up and delivering students, travel can be very slow. Several private dirt farm roads exist to serve the bench areas.

PARKS AND RECREATION

There are no public parks in the study area. The closest parks are located in Milton to the west and Morgan City to the southeast. The Milton Park consists of a grassy area which is used by both adults and children, for softball, soccer and other uses appropriate for a lawn area, an asphalt paved tennis court, a bowery, restrooms, and a horse arena, which is used for 4H activities and by the local residents of the area. The park derives its potable water from a well located on the property and also owns a right to 1 share of Line Creek irrigation Company Stock which is a pressure irrigation system providing secondary water for lawn watering and other non-culinary uses between May 1st and Oct 1st. The Morgan City Park has a baseball diamond, playground, bowery, picnic area, restrooms and basketball court. Some hunting is allowed on the upper bench and mountain areas; however, all of this ground is privately owned and not open to the public.

WILDLIFE HABITAT IN THE STUDY AREA

A number of species of large mammals inhabit the study area, including elk, deer, moose, black bear, and several predator species to include mountain lions. The benches located on the east of the study area are wintering grounds for both deer and elk. In severe winters, deer will come clear down into the fields and river bottoms. Residential encroachment into these areas and the mountain lion population will seriously impact the populations of these game animals. Upland game such as Chukar, Partridge and Quail can be found in some areas. Seasonally, mourning doves, along with small resident populations of blue and sage grouse may be seen in the study area. Cougar have been seen in the mountainous areas, with populations which seem to fluctuate with the deer population. Fox and coyote are also present in the area.

A variety of songbirds and other perching birds are found in the mountains and riparian areas, together with several species of hummingbirds.

Wetland areas in this area are nesting grounds for ducks and Canada Geese, which can be seen with their young in the spring of the year. Sand hill cranes are also abundant in the summertime within the study area.

SUMMARY OF DISCUSSIONS AND DELIBERATIONS OF THE COMMITTEE

After listening to presentations on the physical and social aspects of the study area, the committee discussed some of their personal feelings regarding how the subject area might look in 25 years. The consensus of the group was that more houses would be built and they did not need to be built on large lots. The ground needed to be utilized better than what the present zoning allowed.

During the course of meetings and deliberations, a series of motions, which were made and carried, as well as committee discussions and consensus, are used as the basis for the conclusions and recommendations set forth by the committee for the consideration of the Planning Commission in the acceptance and implementation of this report. It is recognized by the committee, being advisory only, that their responsibility is solely to make recommendations. We solicit the Planning Commission to consider, and hopefully to implement, the committee's recommendations regarding our area to become a part of the Morgan County General Plan.

SUMMARY OF MOTIONS MADE DURING COMMITTEE MEETINGS

May 5, 2001 – Joan Patterson was elected chairman and Clay Rich was elected vice-chairman. Vote in favor was unanimous. Those present who voted were Arlene Christensen, Sara Lee Neill, Joan Patterson, Clay Rich, Glen Rollins and Dee Preece.

It was decided to meet every third Tuesday at the Morgan County Library at 7:00 p.m. Meetings will end at 9:00 p.m. Vote was unanimous. The following dates were to be given to the planning office to publish:

May 15, 2001
June 5, 2001
June 26, 2001
July 17, 2001
August 7, 2001
August 28, 2001
September 18, 2001
October 9, 2001

June 5, 2001 – Joan Patterson moved to accept the Committee Charter (identified as Mission in this report) as recommended by Clay Rich. Ron Robison seconded the motion. Those voting in favor of the motion were Joan Patterson, Clay Rich, Glen Rollins, Arlene Christiansen, Ron Robison, Jack O’Driscoll and Sara Lee Neill. Jeanne Crozier voted against the motion. The motion carried in favor.

June 26, 2001 – Sara Lee Neill made a motion to accept the Mission Statement that had been discussed by the group. Jack O’Driscoll seconded the motion. Those voting in favor were Jack O’Driscoll, Glen Rollins, Joan Patterson, Sara Lee Neill, Dee Preece, Clay Rich, Darrell Kippen and Jeanne Crozier. The vote in favor was unanimous.

July 17, 2001 – On June 26, 2001 a motion was made by Jeanne Crozier to conduct a survey. This was seconded by Sara Lee Neill. The meeting was adjourned before completing the motion. After more discussion on the matter a vote was taken. Jeanne Crozier voted in favor. Those voting against the motion were Dee Preece, Ron Robison, Darrell Kippen, Troy Pentz, Clay Rich and Joan Patterson. Motion did not pass.

July 17, 2001 – A motion was made by Dee Preece to recommend changing the zoning of all property which is located east of the Union Pacific right of way and within the current Stoddard Village center to RR-1. This area runs from the northeast corner of Section 22 along the east boundary of Section 22 to I-84, then west to the north boundary of Section 22, then north to the northeast corner of Section 22. The motion was seconded by Troy Pentz. Those voting in favor of the motion were Dee Preece, Ron Robison, Darrell Kippen, Troy Pentz, Clay Rich and Joan Patterson. Jeanne Crozier voted against the motion. Motion carried.

July 17, 2001 – A motion was made by Clay Rich to recommend changing the zoning of property on both sides of 2000 North, 400 feet deep, as commercial. Troy Pentz seconded the motion. Those voting in favor of the motion were Dee Preece, Ron Robison, Darrell Kippen, Troy Pentz, Clay Rich and Joan Patterson. Jeanne Crozier voted against the motion. Motion carried.

August 8, 2001 – A motion was made by Glen Rollins to change the depth of the commercial zoning recommendation along 2000 North to 200 feet rather than 400 feet. Clay Rich seconded the motion. Those voting in favor of the motion were Ron Robison, Clay Rich, Glen Rollins, Sara Lee Neill and Joan Patterson. Darrell Kippen and Jeanne Crozier voted against the motion and Joseph Pentz abstained. Motion carried.

August 8, 2001 – A motion was made by Joseph Pentz to recommend that the following described property be re-zoned to RR-1:

From the center of the west side of the Stoddard Village Center (Section line 22,), then running parallel with I-84 to the east side of Section 16, then south to I-84, then east along I-84 to the west boundary of the Stoddard Village Center (Section line 22).

Clay Rich seconded the motion. Those voting in favor of the motion were Clay Rich, Sara Lee Neill, Darrell Kippen, Glen Rollins, Ron Robison, Joseph Pentz and Joan Patterson. Jeanne Crozier voted against the motion. Motion carried.

August 8, 2001 – A motion was made by Darrell Kippen to recommend that the Kippen property located within Sections 14, 15, 13, 11, 23 and 24 be considered for development purposes under the guidelines established in the Morgan County Land Use Management Code, Chapter 15, Master Planned Development Reserve. Sara Lee Neill seconded the motion. Those voting in favor of the motion were Joan Patterson, Sara Lee Neill, Darrell Kippen, Ron Robison, Clay Rich and Glen Rollins. Joseph Pentz and Jeanne Crozier abstained. Motion carried.

August 8, 2001 – Joseph Pentz made a motion that the committee recommend that the operation of gravel pits be allowed in the study area. Darrell Kippen seconded the motion. Those in favor of the motion were Sara Lee Neill, Joe Pentz, Glen Rollins, Ron Robison, Darrell Kippen, Jeanne Crozier, Clay Rich and Joan Patterson. The vote in favor was unanimous. The motion carried.

August 8, 2001 – Sara Lee Neill made a motion the committee recommend that the west side of Old Highway Road be set aside for the creation of a walking path. Ron Robison seconded the motion. Those voting in favor were Ron Robison, Darrell Kippen, Clay Rich, Sara Lee Neill and Joan Patterson. Glen Rollins, Joseph Pentz and Jeanne Crozier abstained. Motion in favor carried.

August 28, 2001 – Clay Rich made a motion that the county identify, study and try to acquire property for a public park in the area. Ron Robison seconded the motion. The vote in favor was unanimous.

August 28, 2001 – Joan Patterson made a motion that our area is concerned about our wells being contaminated by other areas and that we strongly recommend that the county engage a professional to perform a county wide ground water study. Clay Rich seconded the motion. The vote in favor was unanimous.

August 28, 2001 – Joseph Pentz made a motion that this committee strongly recommend that the county pursue a more aggressive predator and nuisance animal control policy with the Utah Department of Natural Resources. This motion was seconded by Clay Rich. Those voting in favor were Joan Patterson, Jeanne Crozier, Clay Rich, Joseph Pentz, Darrell Kippen, Glenn Rollins, Dee Preece and Ron Robison. Sara Lee Neill opposed the motion. The motion in favor carried.

August 28, 2001 – Clay Rich made a motion to accept the Stoddard/North Morgan Master Plan Report as presented with changes as listed above and to present it to the Morgan County Planning Commission on September 20, 2001 for their acceptance. Motion was seconded by Ron Robison. Those voting in favor were Sara Lee Neill, Joan Patterson, Clay Rich, Joseph Pentz, Darrell Kippen, Glen Rollins, Dee Preece, and Ron Robison. Jeanne Crozier opposed the motion. The motion in favor carried.

Stoddard/North Morgan Master Plan Recommendations and Conclusions

(Staff comments in bold are not a part of the recommendations and conclusions)

“The Best of Rural America”

1. **Sewer and Water Facilities.** Existing residents should not be required to participate in new sewer and water facility developments. Please refer to the current Weber-Morgan Health Department resolution, which requires anyone residing within 300 feet of a sewer system to hook on to this system.
2. **The Village Center.** The village center shall consist of all property within a radius of 3,000 feet from the intersection of Stoddard Lane and Old Highway Road. (Note the west side of the I-84 is not part of this master plan and all development must conform to current development standards for slope, etc.) Lots within the village center shall be no smaller than one acre but can be dictated by the Weber-Morgan Health Department. Estimated acreage is 320.

Approximate boundaries:

- Northwest boundary 1750 (Charlie Pentz home) W. Old Highway Road
- Southeast boundary 1000 (Dwight Gailey home) W. Old Highway road
- Northeast boundary northeast corner of Section 22, T4N, R2E
- Southeast boundary Interstate 84

Some purposes of the village center are to manage growth and eliminate current zoning discrepancies.

(See previous text and enclosed map for a general description of the physical area of study for the Stoddard/North Morgan Master Plan.)

3. **5, 10, and 20 acre.** Five, ten, and/or twenty acre zoning is recommended for consideration within the following area: from the middle of the northwest boundary of the village center and running north parallel to I-84 then southeast to the village center edge (see map). (This area is northwest of the village center and east of Old Highway Road.)
4. **MPDR.** Properties southeast of the village center extending to the Morgan City limits should be considered for Master Planned Development Reserves under Chapter 15 of the Morgan County Land Use Management Code.
5. **Gravel Pits.** Existing gravel pits should be allowed to operate.
6. **Livestock Trails.** This plan recognizes and supports existing rights to herd livestock on public roads.
7. **Walking Path.** The southwest side of Old Highway Road should be considered for a walking path.
8. **Future Park.** Morgan County should create a plan for a future park within the village center.
9. **Committee Meet as Needed.** The Stoddard/North Morgan Master Plan Committee should meet as needed to address concerns in the area and/or assist the Morgan County Planning Commission with issues in the area.

10. **Countywide Ground Water Study.** The County should engage a professional to perform a county wide ground water study. Water quality issues should be paramount and satisfactorily resolved prior to approving development of any kind. Water quality is an issue that is larger than our area or even the county, and would herewith encourage the Planning Commission to place more emphasis upon management of upstream contamination of our rivers, streams and private wells. Furthermore, future development that adversely affects existing water supplies shall require that the responsible developer shall provide an acceptable alternate water supply.
11. **Predator and Nuisance Control.** The County should pursue a more aggressive predator and nuisance animal control policy with the Utah Department of Natural Resources.
12. **RR-1.** Both sides of Old Highway Road and both sides of 600 West Street should be zoned RR-1 300 feet deep from the centerline of the road.
(Staff note: General Plan, Chapter 4, page 2, Policy 2.2.1 “Retain but discourage the expansion of the Rural Residential Zone (RR-1) and include additional standards for this category that encourage other development patterns that minimize the crowded, uniform and linear arrangement of dwelling units (called locally tunnel zoning) and other structures along County roads.” The County Planner can support consideration of rezoning property to RR-1 that is in between RR-1 property. Much of the property along the Old Highway Road may be justified to be zoned RR-1 particularly within the village center, however, property off of Old Highway Road and outside of the village center should not be considered for RR-1.)
13. **Environmental Impact Study.** Any proposed subdivision larger than five (5) legal lots shall be subject to a bona fide environmental impact study by an independent entity, licensed and qualified to make this type of study. The results of this study should be used as a primary factor in determining the feasibility of granting the request.
14. **Secondary Water Study.** A study should be made regarding provisions for secondary water being made available as development occurs and farmland is taken out of production. This would need to include an evaluation of water controlled and managed by the various irrigation companies within the study area.
15. **Notice of Public Hearing.** Prior to granting any zone change for residential or commercial development a series of public hearings shall be held. These public hearings shall be advertised in the local newspaper. In addition a 2’ x 3’ sign shall be posted on the property stating that a public hearing will be held concerning the proposed zone change. This sign will advertise the date, the time and the place of the public hearing with the words “PUBLIC HEARING” being at least 4” high. This sign will be placed on the property proposed to be rezoned at the most visible location
(Staff notes: Utah State Law requires the County Council to hold a public hearing for a rezone proposal. County policy is to hold a public hearing also with the Planning commission for a rezone proposal.)

16. **Old Dump Site.** The old dump site area (off of Old Highway Road, currently part of parcel number 01-004-199) should be designated on all adjoining property plats. The properties within or close to the old dumpsite should be designated on plats as restricted or that a dump existed in or close by this area.

