

Harrisville Mixed Use Zone

11.25.010: PURPOSE AND INTENT:

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11.25.030: DEVELOPMENT AGREEMENT AND MINIMUM STANDARDS:

11.25.040: APPLICATION REQUIREMENTS:

11.25.010: PURPOSE AND INTENT

The purpose of the mixed use (MU) zone is to establish a zone that allows for the development or redevelopment of real estate in a manner that requires projects to be designed and planned to provide a mix of uses created by various commercial, entertainment, recreation, open space and a variety of higher density residential styles that creates a quality design and enables *community connectivity and identity*.

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

11.25.020: APPLICATION OF ZONE

A. The MU zone may be applied to properties under the following conditions:

1. Permitted on or within: Properties specified on the Future Land Use Map as Mixed Use.
2. Mixed-use development may not occur in manufacturing and industrial zones.
3. All projects are subject to successful negotiation of a Development Agreement.

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

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

11.25.030: Application Requirements

A. Application. An applicant shall submit a completed application form to apply for a MU zone and pay the adopted application fee. The City shall maintain an official application form including a checklist of required items to be submitted with the application. An application will not be considered complete until all required checklist items have been submitted and the application fee has been paid.

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

1. A map showing the proposed arrangement of the project, including all buildings, parking, landscaping improvements, the general location of necessary public and/or private roads, development areas, open space areas (including both improved open space and natural open space), public and/or private trails, public and/or private parks and recreational facilities, public building sites, any major stormwater drainageways, any planned waterways, and the anticipated location of any other major public facilities required to serve the project area.
2. A project narrative of the proposed development and the uses for each development area shown on the project master plan map, together with land tabulations detailing the proposed uses of land for all areas of the project, and proposed lot or parcel development standards, phasing of development, if applicable, and shall include a description of the residential densities and commercial intensities of development that are proposed within each development area or phase.
3. A list of development commitments the applicant is prepared to make with the City, and a list detailing what the development needs from the City. This list will be the initial basis for development agreement negotiation.
4. Proposed architectural design standards, including drawings and sketches demonstrating the proposed design, character, features, and color palette of the proposed buildings.
5. A written description of the specific elements of the proposed project that are required to explain the project master plan map and the uses, densities, and intensities of development. Such descriptions shall include descriptions of any specific commercial components, public facilities, open space elements, including open space preservation plans, parks, trails, recreational facilities, transportation plan, roads or other improvements, alternative development options, phasing requirements, and any limitations to development due to environmental site conditions or potential impacts on adjacent uses.
6. The proposed project master plan, if the development is outside a redevelopment district, shall be reviewed at the same time as the proposed development agreement. The project master plan shall be modified to incorporate any changes required by the city, any conditions or limitations to the development of the land required by the city and any agreements, approvals or other matters anticipated or required by the city as necessary to develop the subject land. The project master plan, with these corrections, shall be deemed approved upon incorporation into a final development agreement that is adopted by an

ordinance in connection with the reclassification of the subject land to mixed use zoning in accordance with the provisions of this chapter.

7. An approved master plan for the complete area within a redevelopment district that has MU zoning, approved by resolution of the redevelopment agency board, is required before new development is permitted for construction. The master plan shall meet the policies of the General Plan, the requirements of this section, the standards of this chapter and the purposes of the redevelopment district that has been established for the specific redevelopment district.

11.25.040: DEVELOPMENT AGREEMENT AND MINIMUM STANDARDS

A. A development agreement is required to be entered between the City and the applicant as part of any legislative request for a rezone to a MU zone to document the successful negotiation between both parties. The following items must be addressed in the development agreement.

1. Entry Feature. Each project shall have at least one prominent entry feature. The minimum entrance design should consist of a monument sign naming the development surrounded by a variety of ground cover, shrubs and trees.

2. Density. The base residential density of the project should generally be an average overall density of six units per acre but may be increased if agreed to in the development agreement. Any proposed voluntary contributions, including those proposed in pursuit of density bonuses should be identified in the applicant's narrative including the base density calculations, and a tabulation and explanation of the requested bonus density. Residential units in a mixed-use building that are above ground floor commercial do not count in the overall density

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

- a. Roadway landscape design plan. Implementation of an approved roadway landscape and design plan that includes, but is not necessarily limited to, vehicle and pedestrian circulation, lighting, and street trees of an appropriate species, as approved by the public works director, size of at least a two-inch caliper, and quantity of not less than eight trees for every 100 feet of road length: up to a 15 percent bonus.
- b. HOA park or neighborhood park. An HOA park or neighborhood park, open to the general public: up to 20 percent bonus.
- c. Community Garden. A community garden, open to the general public: up to 20 percent bonus.
- d. Public park. A park donated to and with the consent of the city, local park district, or other city approved entity: up to a 10 percent bonus.

- e. Public building. Land, whether within the development or not, donated to the city for a public cultural or recreational facility, or for emergency services: up to a 10 percent bonus.
- f. Excess sewer capacity. Development of excess sewage treatment capacity: 3 percent for every 10 percent capacity increase over the development's base density.
- g. Agricultural land. Active agricultural property that qualifies and is maintained under the Utah Farmland Assessment Act (FAA, also called the Greenbelt Act) secured with a permanent preservation easement of 10 or more contiguous acres of viable agricultural land: One percent per acre up to 50 percent.
- h. Performance. Energy efficient homes and appliances required in the developer's CC&R's, as acceptable to the planning commission: up to a 10 percent density bonus.
- i. Pathways and trails. Pathways and trails as specified on the city trails map: up to a 10 percent density bonus.
- j. Cul de sacs. Developments that have less five (5) percent of the roadway design utilizing cul de sacs that offer a snow storage area within the cul de sac: up to a 10 percent density bonus
- k. Open space. Clustering developments in a way to preserve large open space areas may be available to be awarded additional bonus density to preserve viable open space. Open space shall be considered contiguous acreage that qualifies as one of the following:
 - 1. Active agricultural property that qualifies and is maintained under the Utah Farmland Assessment Act (FAA, also called the Greenbelt Act)
 - 2. Parks and trail systems that have a public benefit
 - 3. Passive open space either owned in common or by a single entity that is intended to preserve natural scenic amenities such as trees, rock outcrops, ravines, wetlands, ponds, streams, or other natural features

Open space bonus density may be granted for the above amenities as follows:

- 1. 5 acres up to 10 acres: up to a 15 percent bonus density
- 2. 11 acres up to 25 acres: up to a 25 percent bonus density
- 3. 26 acres up to 50 acres: up to a 50 percent bonus density
- 4. 51 acres and up: up to a 75 percent bonus density

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

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

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

- Any business with indoor or outdoor storage.
- Car wash.
- Convenience store/service station.
- Auto lubes and oil centers.
- Manufacturing and or industrial uses.
- Motor vehicle or motor recreational vehicle sales and display.
- Motor vehicle repair and service.
- Recycling centers/recycling collection areas.
- Rehabilitation/treatment, protective housing, transitional housing, or boarding house.
- Sexually oriented businesses.
- Short term loan businesses.
- Single retail unit space over fifteen thousand (15,000 square feet).
- Warehousing as the main use.

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

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

F. Building Height. The development agreement shall identify the building height restrictions for each building type and use on each lot type being proposed.

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

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

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

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

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

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

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

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

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

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

220 1. Single Family Detached and Twin Homes.

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

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

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

228 2. Town Homes.

- 229 a. When town home lots are proposed along a major residential street and/or
230 are facing a park, rear loaded designs should be preferred to front loaded
231 designs.
- 232 b. No more than five (5) individual units should be attached without the
233 creation of a new separated building.
- 234 c. Each unit should have a well-defined entrance celebrated by a front porch or
235 covered entryway.
- 236 b. The massing of the front façade of each unit should be broken up into
237 smaller components to avoid unrelieved vertical walls.
- 238 e. Architectural detail shall be provided at focal points on all building façades,
239 such as doorways, balconies, roof overhangs and dormers, such that
240 monotonous horizontal lines greater than 50 feet do not occur.
- 241 3. Multi-family.
- 242 a. Buildings that are located within forty (40) feet of a public street should have
243 at least twenty-five (25) percent of the wall surface facing the street in window
244 and door areas. The buildings should also include ground floor pedestrian
245 entrances that are oriented toward the street and/or an open space area
246 accessible from a street.
- 247 b. The use of brick and/or stone should appear structural and should terminate
248 at natural locations (building projections, inside wall corners, etc.). The use of
249 brick and/or stone on only one elevation, the street façade for example, is
250 discouraged. At least twenty-five (25) percent of the exterior elevations should
251 include brick or stone.
- 252 c. The massing of the front façade of each unit should be broken up into smaller
253 components to avoid unrelieved vertical walls.
- 254 d. Architectural detail shall be provided at focal points on all building façades,
255 such as doorways, balconies, roof overhangs and dormers, such that
256 monotonous horizontal lines greater than 50 feet do not occur.
- 257 e. Parking areas should not be located between buildings and the street. A
258 complete street design utilizing on street parking, landscaping and safe
259 pedestrian foot traffic may be negotiated in the commercial mixed-use areas if
260 the planning commission and city council finds the design desirable and safe in
261 the proposed areas. Parking lots may be located in the interior of the block
262 and/or behind the buildings.
- 263 f. Interior parking lot landscaping areas should be dispersed throughout the
264 parking lot. Landscape islands should be required at the end of the parking

265 rows, and at the midpoint of parking rows which exceed fifteen (15 parking
266 stalls. One tree should be required in each landscape island.

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

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

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

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

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

292 b. Building Entrances. Building entrances should draw focus to themselves with either
293 taller masses above, volumes that protrude from the rest of the building surface or
294 volumes that are recessed into the building. Main entrances should be covered by a
295 canopy, awning or other architectural element including signage.

296 c. Roof lines. Pitched roofs are encouraged for stand alone buildings. For buildings
297 with flat roofs, the roof lines should vary in height every fifty (50) feet in such a way that
298 monotonous horizontal lines greater than 50 feet do not occur to avoid a box like
299 appearance.

300 d. Materials. The majority of each building (51% or more of the wall area excluding
301 windows and doors) should be constructed of brick, stone, fiber cement, wood or hardy
302 board siding.

303 e. Transparency. Thirty to forty percent (30-40%) of the main level of the front façade
304 should include windows. Upper stories should include twenty to twenty five percent (20-
305 25%) of the front façade in windows.

306 f. Lighting. All permanent fixtures should include full cutoff shields with light directed
307 downward to avoid light pollution. Light poles should be limited to between twelve (12)
308 to twenty (20) feet in height and should include decorative lamps.

309 L. Street Cross Sections. The development agreement shall identify the street cross sections that
310 shall apply to the project. The following minimum standards should be considered:

311 1. Public Streets.

312 a. Sidewalks should typically be required on both sides of all streets separated
313 from the curb by planter strips at least four (4) feet in width without street trees
314 and eight (8) feet in width with street trees, as approved by the City public
315 works director, planted at approximately thirty (30) foot intervals within the
316 planter. If a public trail is proposed along one side of the street, the trail should
317 replace the sidewalk requirement for that side of the street.

318 b. Collector street widths (curb to curb) typically should not exceed forty-two
319 (42) feet in width unless bike lane, or other amenities are included.

320 c. Local street widths (curb to curb) typically should not exceed thirty-six (36)
321 feet.

322 d. Minor street widths (curb to curb) typically should be a minimum of twenty-
323 nine (29) feet. Where possible, minor streets should include some curvature in
324 the road to avoid monotony and to create visual interest.

325 e. The maximum length of a dead-end public street shall not exceed six hundred
326 (600) feet as measured from the centerline of the connecting street to the center
327 point of the cul de sac.

328 2. Private Streets.

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

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

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

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

- 339 1. Residential. A minimum 250 square feet of fully landscaped open space shall be
340 required per unit. A minimum of one (1) two-inch (2") caliper tree for each lot should be
341 included within the open space or common areas throughout the development.
342
- 343 2. Commercial. A minimum of twenty (20) percent of the commercial site area shall be
344 landscaped. No more than fifty (50) percent of the twenty (20) percent landscape area
345 should be in turf grass. Deciduous street trees, as approved by the public works director,
346 should be planted along the street frontages at rate of one tree for every thirty (30) feet
347 of frontage.
- 348 3. Xeriscape designs are permitted and encouraged provided, however, that the failure
349 of an owner to install and maintain landscaping within the front yard under the guise
350 that the vegetation and bare ground that occur naturally on the site does not constitute
351 xeriscaping. When xeriscaping is proposed, twenty (20) percent or more of the
352 landscape area shall be covered with vegetation, not including required street trees as
353 approved by the public works director.
- 354 N. The development agreement shall address all required public utilities easements including
355 any off-site utility work that may be required, and any other aspect of the development deemed
356 appropriate by the City and the developer.

357



HARRISVILLE CITY

363 West Independence • Harrisville, Utah 84404 • (801) 782-4100

MAYOR:

Michelle N. Tait

COUNCIL MEMBERS:

Grover Wilhelmsen

Gary Robinson

Ruth Pearce

Clark Beecher

Steve Weiss

Public Hearing on Harrisville General Plan

In accordance with Utah Code Section 10-9a-404, notice is hereby provided that the Harrisville Planning Commission will hold a public hearing on August 14, 2019, at 7:00 p.m., in the Harrisville City Legislative Chambers located at 363 West Independence Blvd, Harrisville, Utah, to take public comment for or against the proposed Harrisville General Plan. The proposed Harrisville General Plan can be viewed at www.cityofharrisville.com. Individuals requiring special accommodation (including auxiliary communicative aids and services) should notify the City Recorder at 801-782-4100 at least three (3) days prior to the hearing.

Certificate Mailing and Posting

I hereby certify that foregoing Notice was duly published in a newspaper of local circulation, mailed to each affected entity, posted on the Utah Public Notice Website, posted on the City website or at three (3) locations in the City as follows: 1) Harrisville City Hall, 2) 2150 North, and 3) Harrisville Cabin.

DATE: _____

Laurence Boswell
Land Use Coordinator

Automated Geographic Center
State Capitol
Salt Lake City, UT 84114

Bona Vista Water
2020 West 1300 North
Farr West, UT 84404

Central Weber Sewer
2681 W. Pioneer Road
Marriott-Slaterville, UT 84404

Comcast
752 Marshall Way
Layton, UT 84041

Farr West City
1896 North 1800 West
Farr West, UT 84404

North Ogden City
505 E 2600 N
North Ogden, UT 84414
ATTN: Jon Call

Ogden City
2549 Washington Boulevard
Ogden, UT 84401

Weber County
2380 Washington Boulevard
Ogden, UT 84401

Pleasant View City
520 W Elberta Dr
Pleasant View, UT 84414

Dominion Energy
2947 Washington Boulevard
Ogden, UT 84401

CenturyLink, Inc
100 CenturyLink Dr.
Monroe, LA 71203

Pineview Water Systems
471 W 2nd Street
Ogden, UT 84404

Rocky Mountain Power
PO Box 25308
Salt Lake City, UT 84125

State Office of Planning
5120 State Office Building
Salt Lake City, UT 84114

Western Irrigation Co.
1645 Farr West Dr
Ogden, UT 84404

UDOT
166 Southwell Street
Ogden, UT 84404

United States Post Office
3680 Pacific Avenue
Ogden, UT 84401

Wasatch Front Regional Council
295 N. Jimmy Doolittle Road
Salt Lake City, UT 84116

Weber-Box Elder Conservation
District
471 W. 2nd Street
Ogden, Utah 84404

Weber-Morgan Health Dept.
477 23rd Street
Ogden, Utah 84401

North View Fire
315 E 2550 N
North Ogden, UT 84414

Weber School District
5320 Adams Avenue
South Ogden, UT 84403

HARRISVILLE GENERAL PLAN

ADOPTED 2019

Building a brighter future for our community



SPECIAL THANKS TO
Harrisville Mayor, City Council, and Staff

DEVELOPED WITH



**RURAL
COMMUNITY
CONSULTANTS**

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INTRODUCTION

ROLE OF THIS PLAN

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

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

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

PLAN DEVELOPMENT

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

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

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

VISION

CITY VISION

Provide a well-planned, safe, and attractive community which meets the needs of all Harrisville City residents.

PLANNING

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

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

Harrisville is a very livable community and the residents and city fathers should be commended for their prior planning. It will be a lovely place to live as good planning is implemented and coordinated with future growth.



INTRODUCTION

This section of the General Plan is a five-year projection on the housing aspect for Harrisville City. Nearly all housing in the City is owner occupied homes.

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

BACKGROUND

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

MODERATE INCOME HOUSING

Harrisville City is required to adopt a Moderate-Income Housing Plan in accordance with Utah Code Annotated §10-9a-408. The Utah Legislature established new planning requirements for cities that are updating their general plan. The new requirements included in the SB34 requires communities with a population of 10,000 or more to *"provide a realistic opportunity for the development of moderate-income housing within the next five years"*.

EXISTING CONDITIONS

- The housing profile of Harrisville's total population in 2017 was roughly 87% in owner-occupied units and 13% in rental housing units.
- The population in owner-occupied and rental units are expected to increase over the next five years. Residents in owner-occupied units is expected to increase by 82 households, while those in rental-units is expected to increase by 28 households.
- According to data from the Wasatch Front Regional Council, the population is expected to increase to roughly 7,151 residents by the year 2025.
- As expected with the new housing developments in Harrisville, the number of households that own their housing without a mortgage has declined and will continue to do so. Occupancy rates for rental units is expected to increase.
- Median housing costs for owner occupied housing are currently (2017) estimated to be \$1,115 and median gross rents are approximately \$887 per month.
- The median household income for City residents is estimated to be at \$70,849. Those in owner-occupied units are reporting \$74,221, and those in rental units report \$57,256.
- Utah Statute requires cities to evaluate their housing opportunities for those earning 80% of the "area median income". Weber County's household AMI is approximately \$74,845 for households that are between 3-4 people, 80% of this amount is \$59,876. Under the assumption that appropriate housing costs should not exceed 30% of a household budget, then the City should look for ways to support housing development that is as or more affordable than what is in the market currently.

LAND USE PURPOSE AND INTENT

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

This moderate-income housing. At a minimum, the proposed general plan, with the accompanying maps, charts, and descriptive and explanatory matter, shall include the Planning Commission's recommendations for a land use element plan, or a comprehensive general plan amendment, may provide for the protection and promotion of

HOUSING

that includes, among other things, an estimate of the need for the development of additional moderate-income housing within the city, and a plan to provide a realistic opportunity to meet estimated needs if long-term projections for land use and development occur. Harrisville City is in the process of writing a Mixed-Use Ordinance to provide multiple housing variations and costing for all sizes of families. Harrisville City is working on adopting such an ordinance to provide the housing needs for the residents and future residents of Harrisville City.

MODERATE INCOME HOUSING SUPPORTING DOCUMENTS

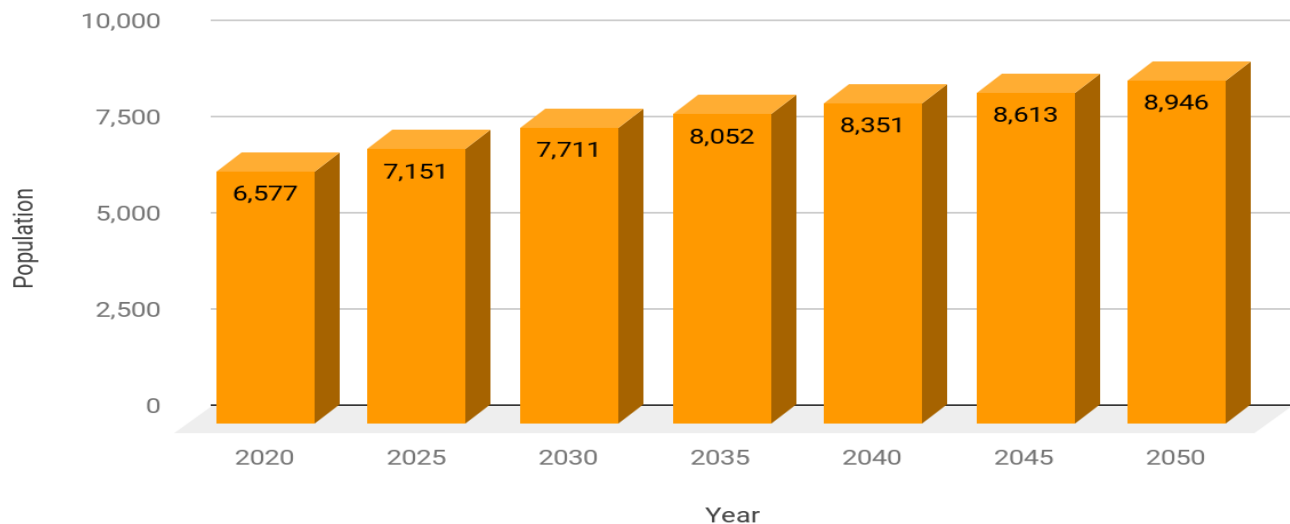
The Legislature has determined that all cities with 10,000 or more residents are required to review the implementation of the 5-year moderate-income housing element of their general plan and annually report the findings of that review to the Utah Housing and Community Development Division.

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

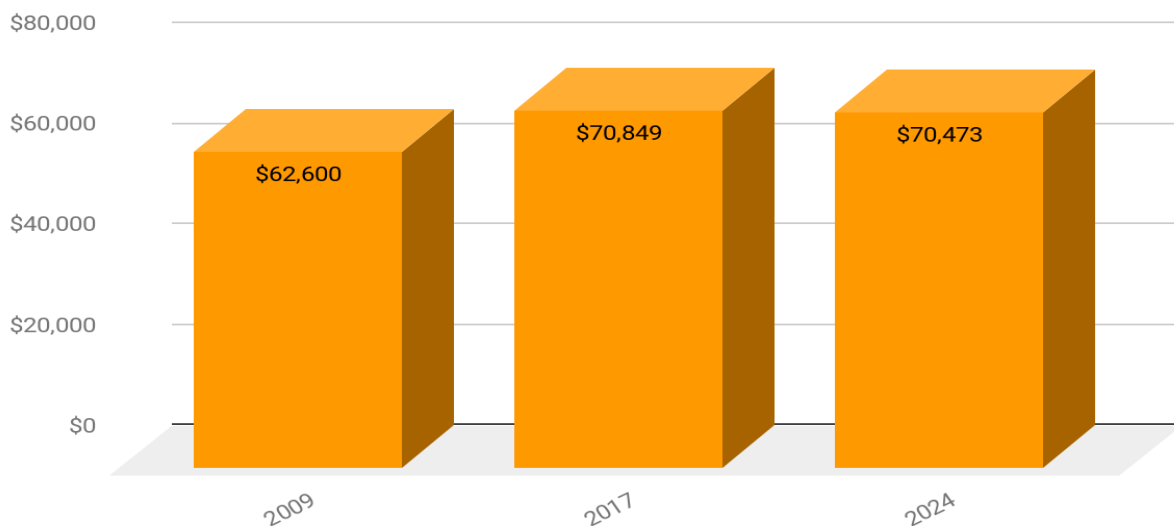
POPULATION

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

Harrisville Population Projections

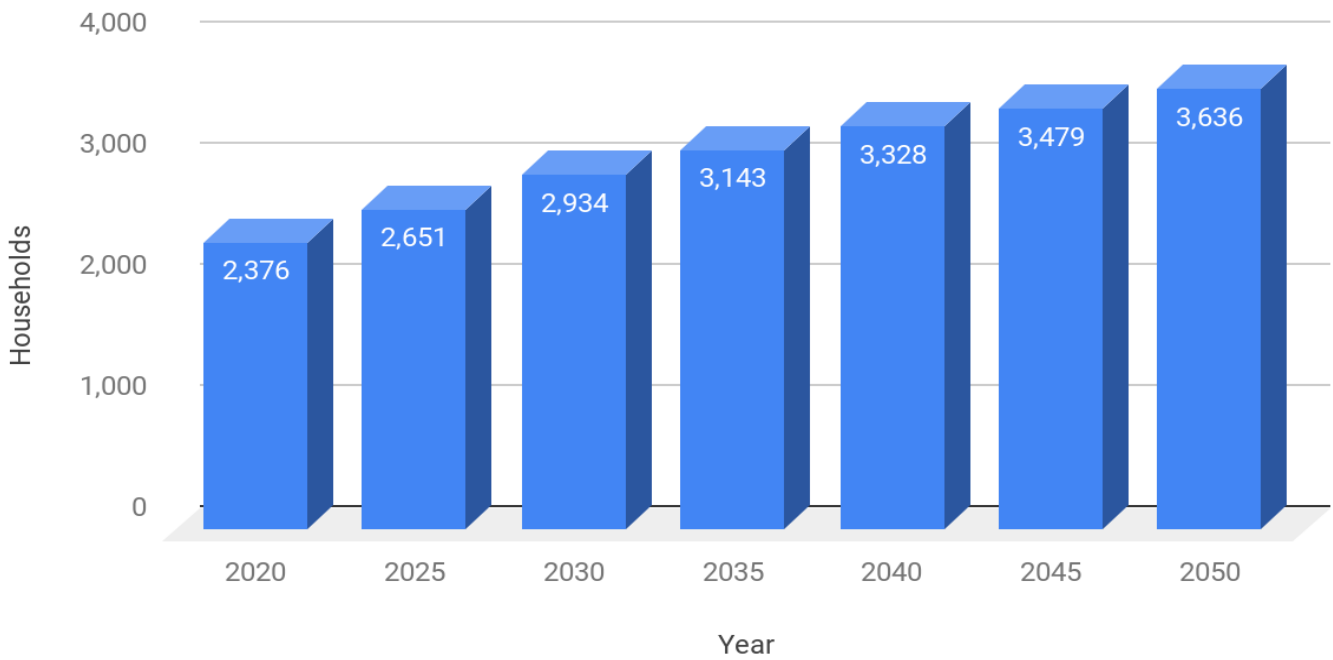


Harrisville Current Median Income and Projections

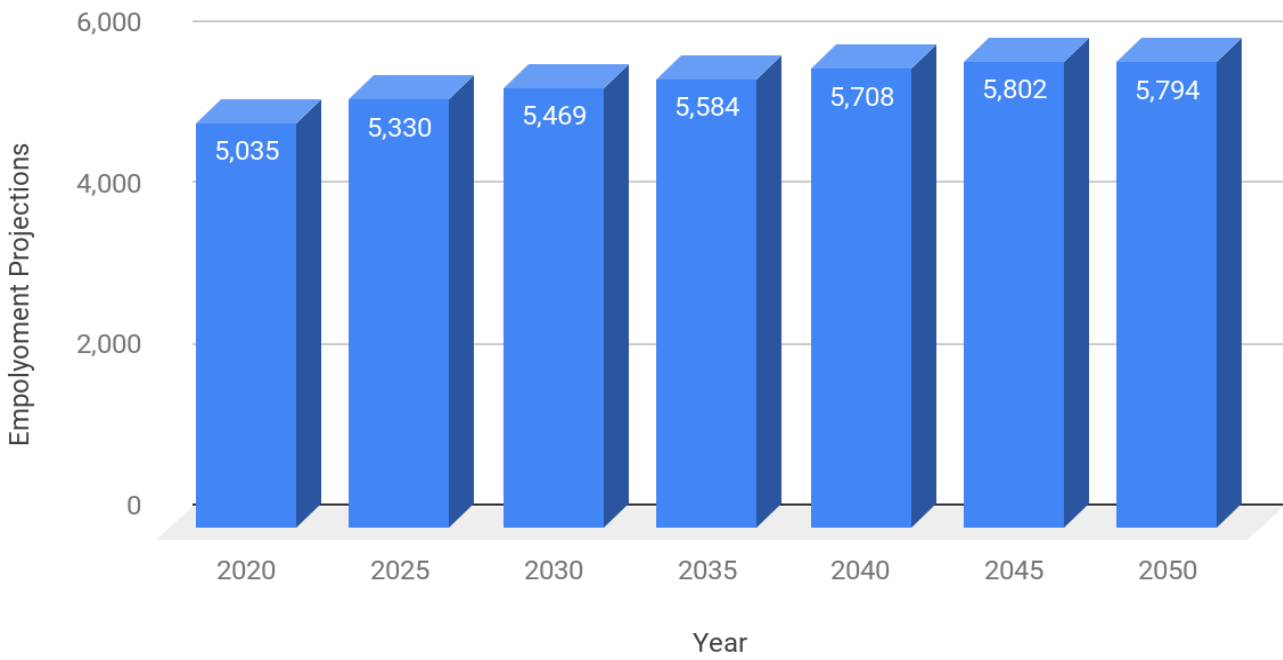


HOUSING

Harrisville Households Projections



Harrisville Job Projections



HOUSING

New Requirements for Moderate Income Housing Policy Harrisville City

The requirement for municipalities to support moderate income housing has been in state statute for a number of years, but in 2019, the legislature passed SB34. This bill requires communities with a population of 10,000 or more to “*provide a realistic opportunity for the development of moderate-income housing within the next five years*”. (Towns are also ‘encouraged’ to do the same). Jurisdictions with “fixed guideway public transit station” must include option G or H from “the menu”. In order to do this, municipalities shall include three or more of the strategies prescribed in statute in their general plan.

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

participate in future regional housing studies.

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

8. Encourage infill development within the downtown core

9. Support the development of single-family dwellings, multi-family, dwellings and retirement housing dispersed throughout the city.

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

	T. Apply for or partner with an entity that applies for services provided by a public housing authority U. Apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance V. Utilize a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency W. Any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income
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Regional Transportation Plan (RTP)

According to the Regional Transportation Plan produced by the Wasatch Front Regional Council (WRFC) there are several current active transportation areas throughout Harrisville. Meeting the requirements from SB 34 would have higher density housing occur along major transportation centers in the City. Harrisville has three transit lines within or adjacent to City boundaries. It is recommended that near these transit lines should be the focus for higher density residential and commercial development.

Artillery Roads

- The General Plan identifies several roadways that are considered artillery and are on average traveled more frequently than others. Harrisville road and Wall Avenue combine into Harrisville US highway 89. Along this roadway is a bus route from the Box Elder County line to the Ogden Frontrunner station. In addition to the bus route there is also a Bike/Ped lane that extends from the Box Elder County line from Wall Avenue. Land aligning this road has an approximate population of 25,000 people with the average dwelling unit per acre anywhere from 10 to 50. This street design is also considered walkable by the WFRC report.

Washington Boulevard is also identified as an artillery road that has multiple traveling options on or along it as well. A bus route is along this roadway, making frequent stops along Washington Boulevard to the Davis County line. A Bike lane is also available along this route from Mountain road to 2nd street. Approximately 25,000 populate this area with most of its land use being store uses and neighborhood center areas. The average dwelling unit per acre is 10 to 50 with walkable sidewalks.

[Wasatch Choice: 2019-2050 Regional Transport Plan](#)

HOUSING

POLICY

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

TRANSPORTATION

CURRENT CONDITIONS

Harrisville City maintains a current Transportation Plan in accordance with Utah Code §10-9a-403.

The City functions predominantly as a bedroom community with an overwhelming majority of its commuter traffic traveling primarily to Ogden, Davis County, and Salt Lake County for employment.

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

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

ACCESS MANAGEMENT

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

TRIPS

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

FUNCTIONAL CLASSIFICATION SYSTEM

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

TRANSPORTATION

ARTERIALS

The community is traversed by several arterial roads that form the base for future traffic circulation. These arterials are wide, high capacity corridors that will serve as an excellent skeleton for the transportation system. Most of the arterials are owned and operated by the Utah Department of Transportation whose primary goal is to move high volumes of traffic between traffic demand centers in the most efficient way possible. The city of Harrisville has signed cooperative agreements with UDOT for access management of these state corridors.

PRINCIPAL ARTERIAL STREET SYSTEM (US 89 & WASHINGTON BLVD)

The urban principal arterial street system should serve the projected major centers of activity of a metropolitan area, the highest projected traffic volume corridors, and the longest projected trips. It should also carry a high proportion of the total projected urban area travel on a minimum of mileage. The principal arterial system should carry the major portion of forecasted trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, forecasts of significant intra-area travel, such as between major inner-city communities, or between major suburban centers should be served by principal arterials. Finally, this system in urbanized areas should connect with all the major rural arterials which enter the urban area.

MINOR ARTERIAL STREET SYSTEM (WEST HARRISVILLE ROAD & LARSEN LANE)

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to forecasted trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system and offer a lower level of traffic mobility. Such facilities may be expected to provide for movement within communities, but ideally should not penetrate identifiable neighborhoods.

COLLECTOR STREET SYSTEM (750 W., 2000 N., 1550 N., 1100 N., & 1200 NORTH ST.)

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

LOCAL STREET SYSTEM

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

TRAFFIC SIGNALS

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

In order to place a new traffic signal specific warrants are required to be met in order to be legally protected from expensive lawsuits. A detailed engineering study must be performed, and the minimum requirements met for the city's financial wellbeing. Traffic volumes, pedestrian volumes, traffic accidents and other requirements need to be satisfied before a new signal can be approved. UDOT which is the owner of the arterial roads surrounding Harrisville will look closely at these requirements before they will consider putting an intersection on the list for future funding. It behooves Harrisville to carefully plan these intersection locations to avoid unnecessary delays and disagreements in the future.

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

IMPROVEMENTS

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

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

Using the standard cross sections found in the Harrisville City Public Works Standards a collector street of 66 feet of right-of-way could provide 4 lanes of traffic with parking removed and a minor arterial of 84 feet of right-of-way could provide enough width for 5 lanes of traffic if needed. In the residential areas two lanes would likely be the maximum tolerated by local residences.

TRANSPORTATION

The roughly \$6 million of capital investment over a 30-year period of time should be reasonable for the city, assuming some of the cost would likely be borne by UDOT with signal installations in the future, if in compliance with their access management plan. The prioritized list of Capital Improvement projects can be altered if growth patterns show the necessity in the future.

OBJECTIVES

- a. *Provide a Specialized Roadway System: Different types of roadways serve different functions. It is important to design and manage roadways according to the primary functions that they are expected to serve.*
- b. *Limit Direct Access to Major Roadways: Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.*
- c. *Locate Signals to Favor Through Movements: Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed. Failure to carefully locate access connections or median openings that later become signalized, can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems. Preserve the Functional Area of Intersections and Interchanges: The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is the area where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.*
- d. *Limit the Number of Conflict Points: Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.*
- e. *Separate Conflict Areas: Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.*
- f. *Provide a Supporting Street and Circulation System: Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.*

TRANSPORTATION

POLICY

1. *West Harrisville Road: As development occurs in the future preserve right-of-way and prepare of widening to accommodate increased traffic and pedestrian travel.*
2. *Larsen Lane: As traffic increases subsequent to the widening that will occur in 2020, the future increase in traffic may require limiting access and medians to prevent left turns, among other traffic control measures.*
3. *Provide a balanced transportation and circulation system for the city which provides for the safe, efficient and convenient movements of vehicles and pedestrians, and reinforces the desired land use pattern.*
4. *As much as practical, all areas of the city and all future development areas should be connected through linked and connected roads, streets, sidewalks, trails, open space and park areas.*
5. *Use nonreversible medians to manage left-turn movements. Medians channel turning movements on major roadways to controlled locations. Research has shown that the majority of access related crashes involve left turns. Therefore, nonreversible medians and other techniques that minimize left turns or reduce the driver workload can be especially effective in improving roadway safety and should be applied where the MUTCD deems appropriate.*

LAND USE

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

CURRENT LAND USE CATEGORIES AND OBJECTIVES

RURAL RESIDENTIAL

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

SEMI-RURAL RESIDENTIAL

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

LOW DENSITY RESIDENTIAL

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

MEDIUM DENSITY RESIDENTIAL

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

HIGH DENSITY RESIDENTIAL

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

GENERAL COMMERCIAL

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

LAND USE

LIGHT MANUFACTURING

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

MIXED USE

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

OPEN SPACE / CONSERVATION AREAS

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

SPECIAL USE AREAS

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

SENSITIVE LANDS (OVERLAY)

The sensitive lands classification is an overlay classification where environmentally sensitive areas such as watersheds, wetlands or steep slopes should be protected. The purpose of this classification is to protect sensitive areas, to minimize soil and slope instability, erosion, downstream siltation, wetlands, and areas prone to flooding so as not to create unnecessary risk for existing and future residents of the city and to minimize the costs of the city of providing services to these areas.

LAND USE GOALS

1. Provide a balance of land uses that meet the needs of residents and business.
2. Recognize and address challenges that will arise from aging housing and commercial buildings.
3. Implement high quality, well planned, safe, and aesthetically pleasing residential and commercial areas.
4. Support community gardening encourage self-sufficiency, and family food production.

LAND USE

POLICY

1. *Development proposals presented to the City for review and approval should be considered in conjunction with the goals and policies set forth in this General Plan.*
2. *Proposed development should be evaluated as to its impact on adjoining and surrounding uses.*
3. *The City may update this General Plan only as needed to address matters that were not foreseeable at this time of the adoption of this General Plan.*
4. *The City has the flexibility to establish land use requirements to address new developments along with considering issues of compatibility, mitigation, and encouragement of functional and appropriate land use relationships. Through the dedication of park and open space areas, and the acquisition of park and open space areas by the city, a community network of linked open space and park areas will be created providing opportunities for active and passive recreational activities.*
5. *Guide future growth and development into areas that can be efficiently and effectively served by public infrastructure, and facilities and new developments shall only be permitted to the degree that the city has capacity to provide the necessary services and facilities.*
6. *Discourage subdivision or land for residential purposes that result in areas of residential development too small or too isolated to be adequately, economically and conveniently served by city services, or where the area is better suited for nonresidential activities as identified on the Future Land Use Map.*
7. *Encourage and allow creative approaches to housing developments which will maintain and protect natural resources and environmental features.*
8. *Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods.*
9. *Encourage the establishment and continued viability of basic retail and commercial business which will satisfy the needs of residents, which will enhance sales tax and property tax revenues, and provide the highest quality goods and services for local residents.*
 - *Provide for adequate access, parking, traffic circulation, noise buffering, and other operational conditions within commercial areas.*
 - *Through careful commercial site planning, minimize any negative impacts of commercial facilities on neighboring land use areas, particularly residential developments.*
 - *Where practical, encourage safe and convenient pedestrian access to shopping and service areas.*
 - *Within the and use regulations, the opportunity will be provided to allow a diversity of uses within the commercial areas of the city including retail uses, professional offices, personal services, mixed use concept, and other activities.*
 - *Commercial uses should be highly accessible, clustered near the center of their service areas, and developed compatible with the uses and character of surrounding areas.*
10. *Promote quality businesses and environmentally clean industrial and manufacturing development in order to provide a diversified economic base.*
 - *Foster well-planned manufacturing areas to discourage small lot or piecemeal site development and encourage coordinated and unified manufacturing site development.*
 - *Encourage high quality aesthetically pleasing development of manufacturing areas, which should include incorporating major landscape features.*
 - *Establish and enforce standards with respect to noise, air quality, odor, visual and other forms of environmental concerns.*
 - *In order to respond to development demand on certain properties along state routes and highways promote a form of mixed-use, subject to development agreements.*
11. *Provide well planned, clean, safe, sustainable, livable areas and neighborhoods, and commercial and manufacturing locations.*
 - *Encourage property owners to keep their property clean and free of weeds and debris through a community beautification program.*
 - *Set an example for the community by assuring that all city or publicly owned property is well maintained.*
12. *Encourages property owners to maintain and improve their properties in order to stabilize neighborhoods and supports programs for redevelopment intended to strengthen both residential and commercial area*

HEALTH, SAFETY & WELFARE

POLICE

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

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

CAPITAL FACILITIES

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

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

SEWER

Harrisville City provides sanitary sewer collection services to residents through a network of collection pipelines throughout the City. Harrisville is also part of the Central Weber Sewer Improvement District which handles major trunk line and sanitary sewer disposal. The City may opt to collect impact fees on new development as provided under state law.

STORM DRAIN AND FLOOD CONTROL

Harrisville City collects storm water and run-off from through a network of storm drains and collection facilities that include basins and related facilities. The City collects a storm water utility fees from residents and businesses to support the storm water program and comply with the mandates of Phase II of the federal Clean Water Act. The City will continue to expand and develop its storm water facilities to comply with the law and afford proper drainage and management of storm water.

Flooding is an ongoing problem in Harrisville City. Portions of the City are located in the FEAM flood plain. It's the objective of the City to prevent future development from occurring in flood plain and flood prone areas as past flooding has been costly and threatened life and property. Harrisville City participates in the National Flood Insurance Program and will continue to make improvement that facilitate and improve flood control and flood management, including land use regulations that restrict development on flood prone properties. Other strategies include the acquisition of flood prone properties for public purposes such as flood control and open space conservation.

FIRE PROTECTION

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

HEALTH, SAFETY & WELFARE

CULINARY WATER

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

SECONDARY WATER

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

ANIMAL SERVICES

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

POWER

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

NATURAL GAS

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

TELECOMMUNICATIONS

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

PARAMEDIC AND AMBULANCE SERVICES

Northview Fire District provide paramedic and ambulance services.

EMERGENCY MANAGEMENT

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

HEALTH AND HUMAN SERVICES

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

OBJECTIVES

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

POLICY

Foster cooperative relations with service providers, implement capital projects for public facilities, and formalize shared services arrangements with interlocal or other agreements.

ENVIRONMENTAL CONSIDERATIONS

CURRENT CONDITIONS

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

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

POLICY

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



HISTORIC PRESERVATION

HISTORIC BUILDINGS

Harrisville supports individual property owners in their efforts to responsibly maintain, improve, and designate historic areas, properties, and structures.

ARTIFACT PRESERVATION

Harrisville City has acquired historic materials over time. The City seeks to preserve artifacts and to digitize written material in its collection in partnership with the Utah Division of State History and other local supporters.

Future development of a community museum, possibly in conjunction with neighboring communities, is a long-term goal of Harrisville City.



PARKS, RECREATION, & TRAILS

CURRENT CONDITIONS

Harrisville City currently maintains approximately 39.77 acres of parks which include a variety of recreation facilities. Some of these recreations' facilities include tennis courts, basketball courts, disk golf course, ball fields, playgrounds, soccer fields, splash pad, volleyball court, natural stream corridors, pathways, and park restrooms and pavilions. The City's system-wide parks include: Millennium Park, Harrisville Park, Independence Park, and Martin Harris Bicentennial Park & Historical Cabin. Assuming a 2016 population of 6,376 persons, the current level of system-wide park service is 6.59 park acres per 1,000 residents. In 2019, the City lost 110 acres of private recreation area and open space with the closure and redevelopment of Ben Lomond Golf Course. The City should consider replacing the lost open space with area perpetually preserving sensitive lands.

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

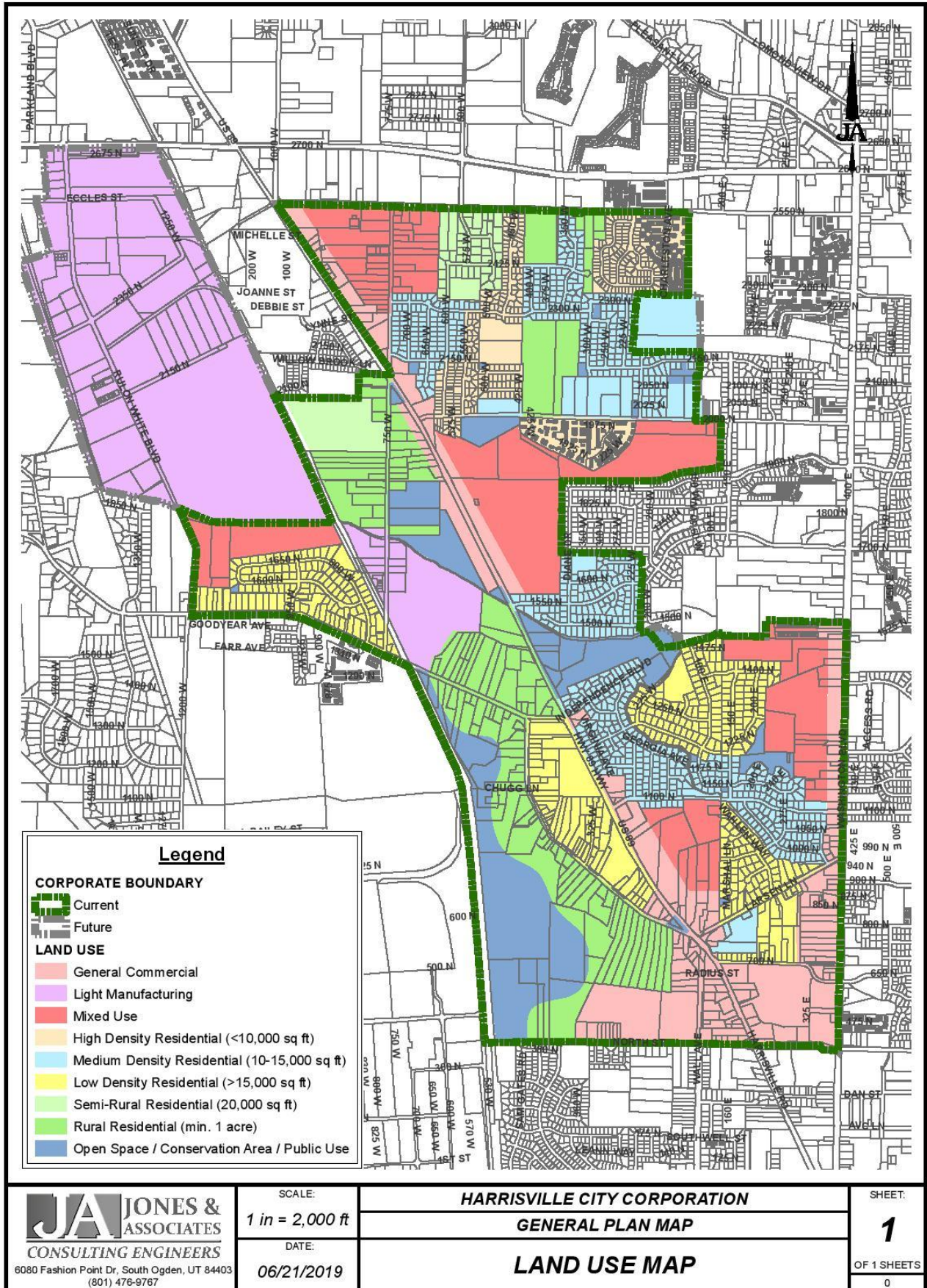
The existing LOS for park land and improvements is 6.59 acres per 1,000 residents and the proposed level of service is 6.52 acres per 1,000 residents. The excess park service capacity to accommodate future growth is 0.07 acres per 1,000 residents. The existing LOS for trails is 0.19 miles of trails per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

POLICY

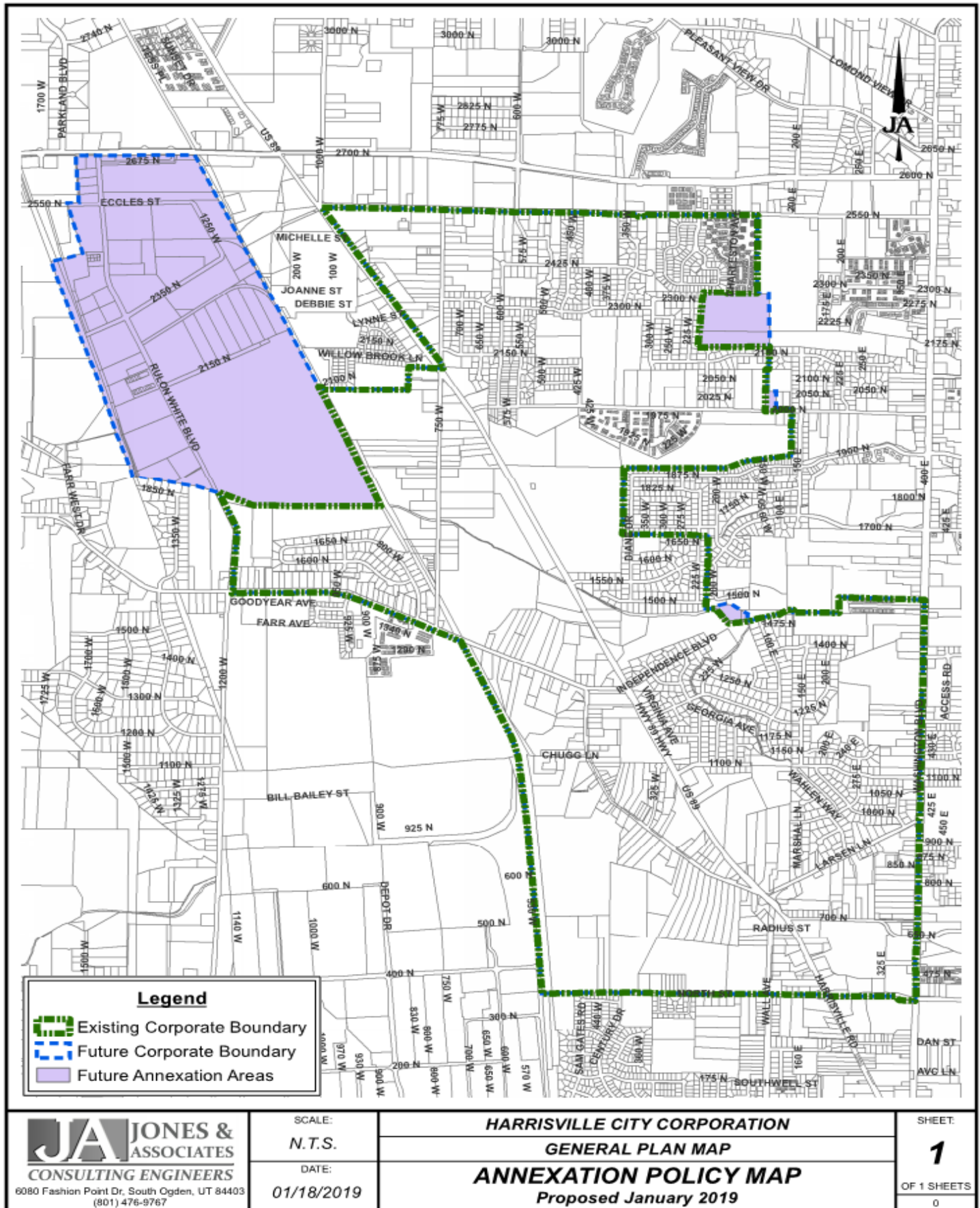
1. *Based on current park use by residents, recreation organizations, and others, the City has determined that all City facilities and pathways are at capacity. Therefore, the proposed LOS is 6.52 improved park acres per 1,000 residents in not adequate for future growth and additional park and recreation facilities are needed. The proposed LOS for trail miles is the existing LOS of 0.19 miles of trails per 1,000 residents is also inadequate and additional trails and pathway should be developed.*
2. *Replacement of the 110 acres of open space lost due to the redevelopment of Ben Lomond Golf Course should be a priority for replacement by preserving sensitive lands identified by the City.*
3. *The City intends to maintain its proposed park service level of service (LOS) through acquiring park lands and construction of additional recreational facility improvements. As growth occurs from increased development activity, additional park service facilities will be needed.*
4. *The City will continue to ensure by way of impact fees that future development projects buy-in to the park and recreation facility improvements with excess capacity in order to achieve an equitable allocation to the costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received.*



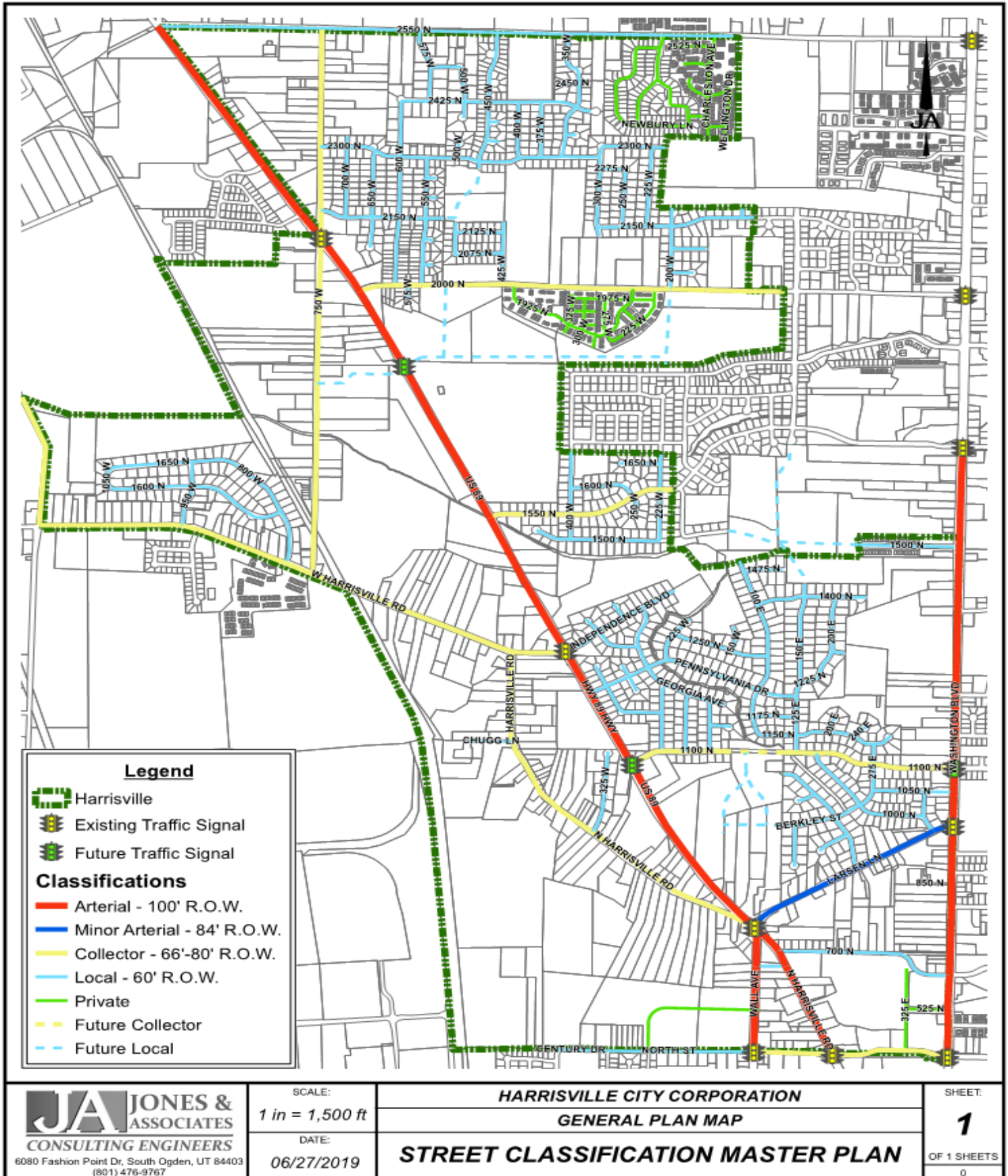
FUTURE LAND USE MAP

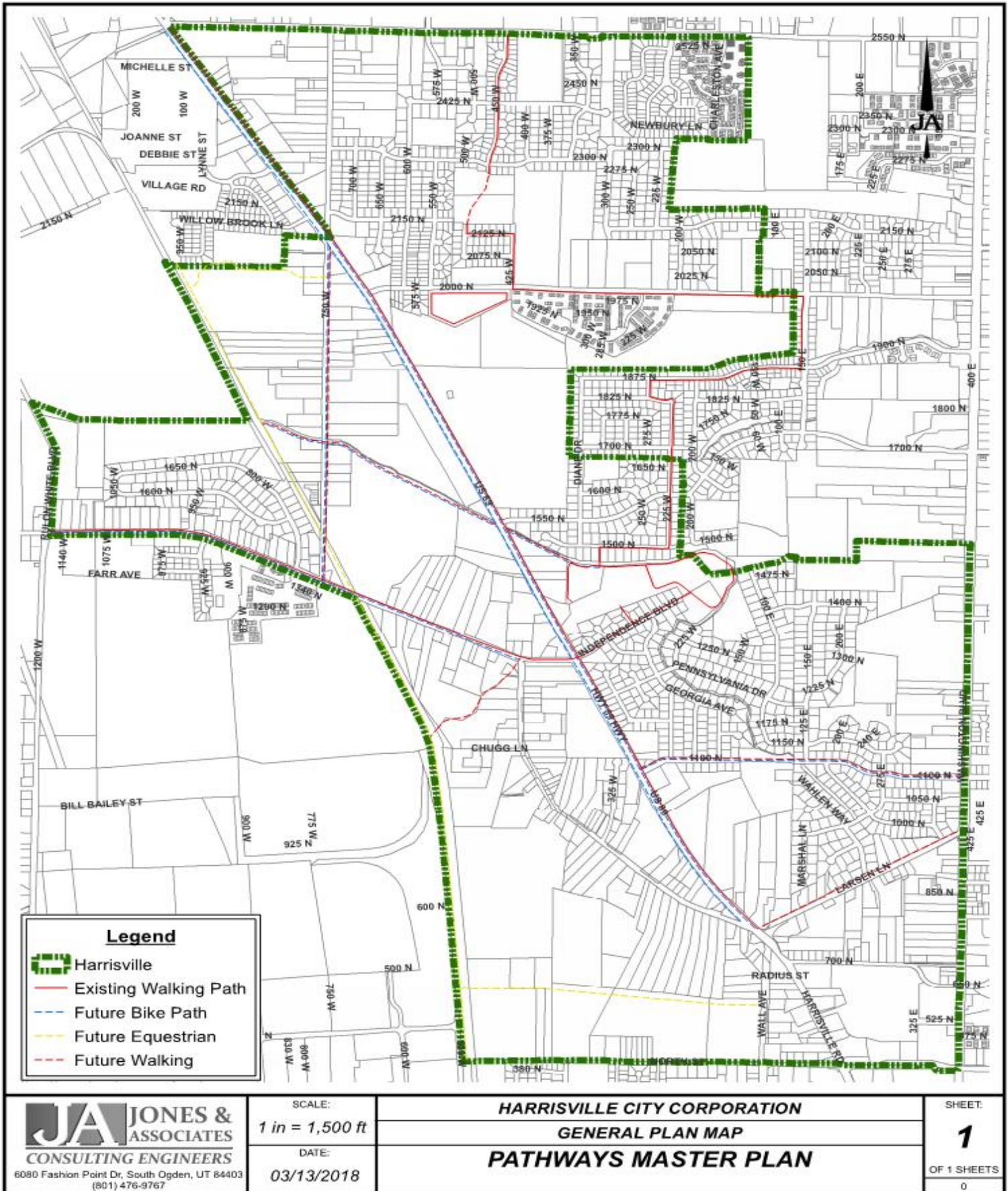


CORPORATION BOUNDARY MAP

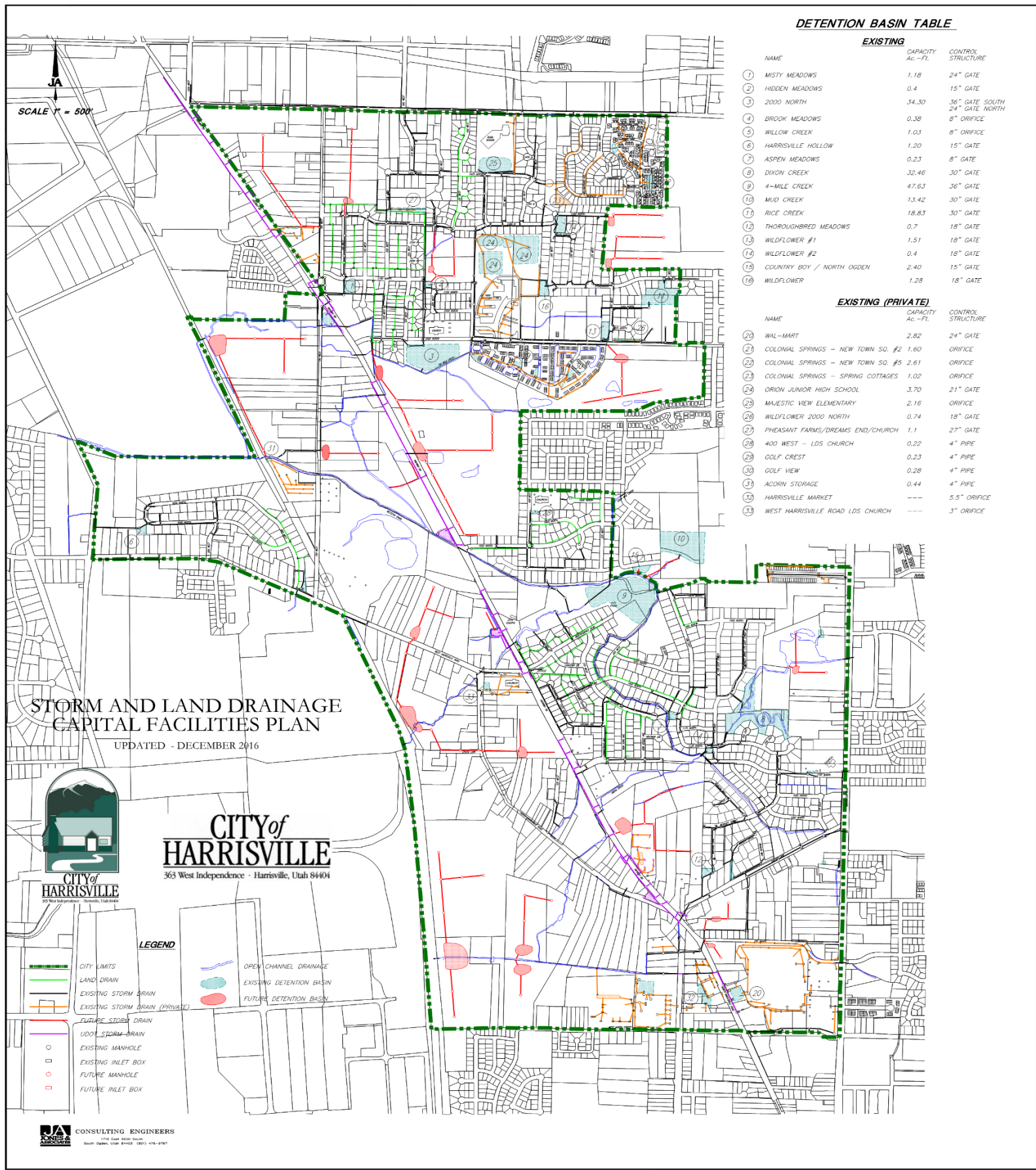


FUTURE TRANSPORTATION MAP





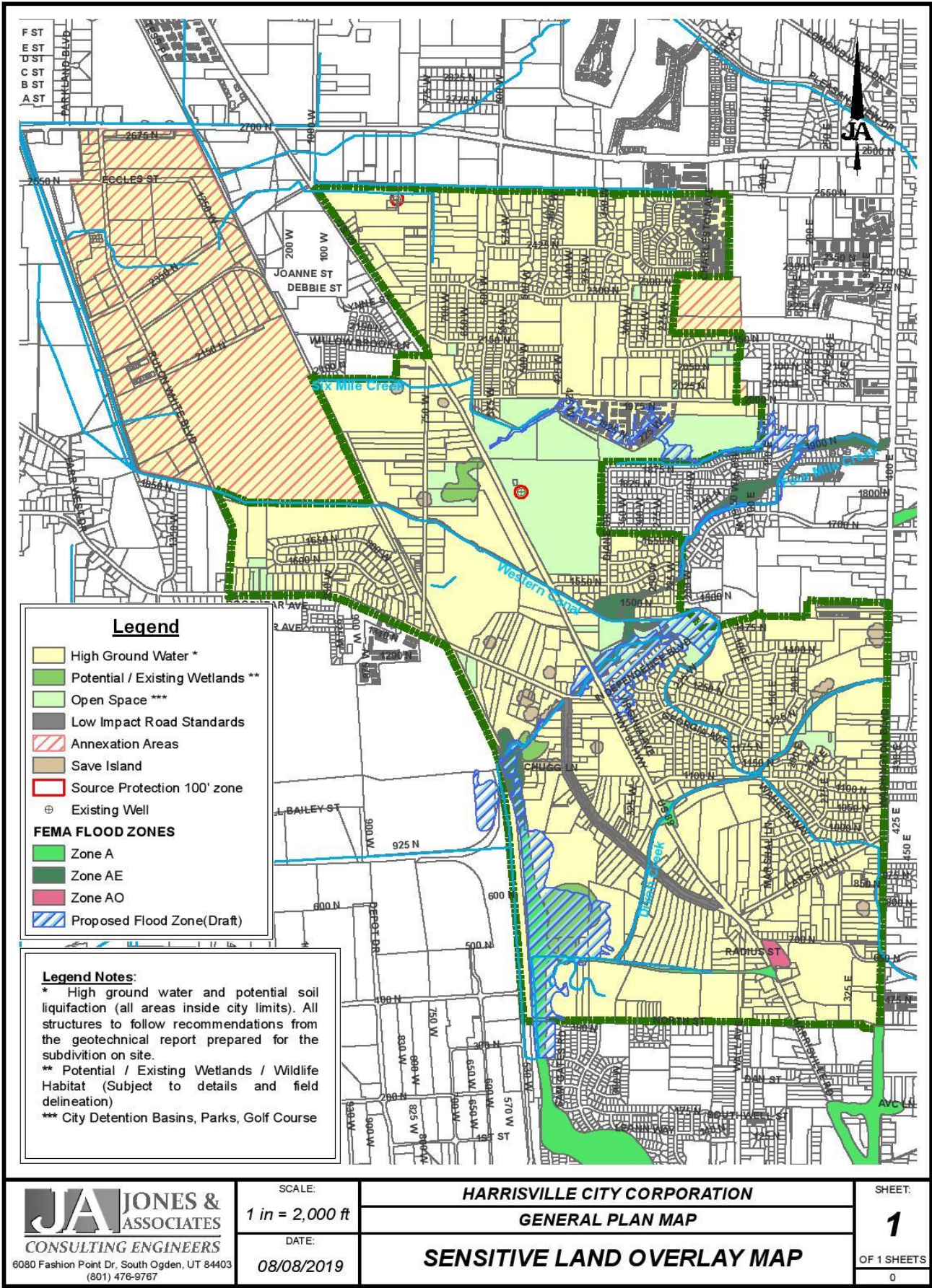
STORM AND LAND DRAIN MAP



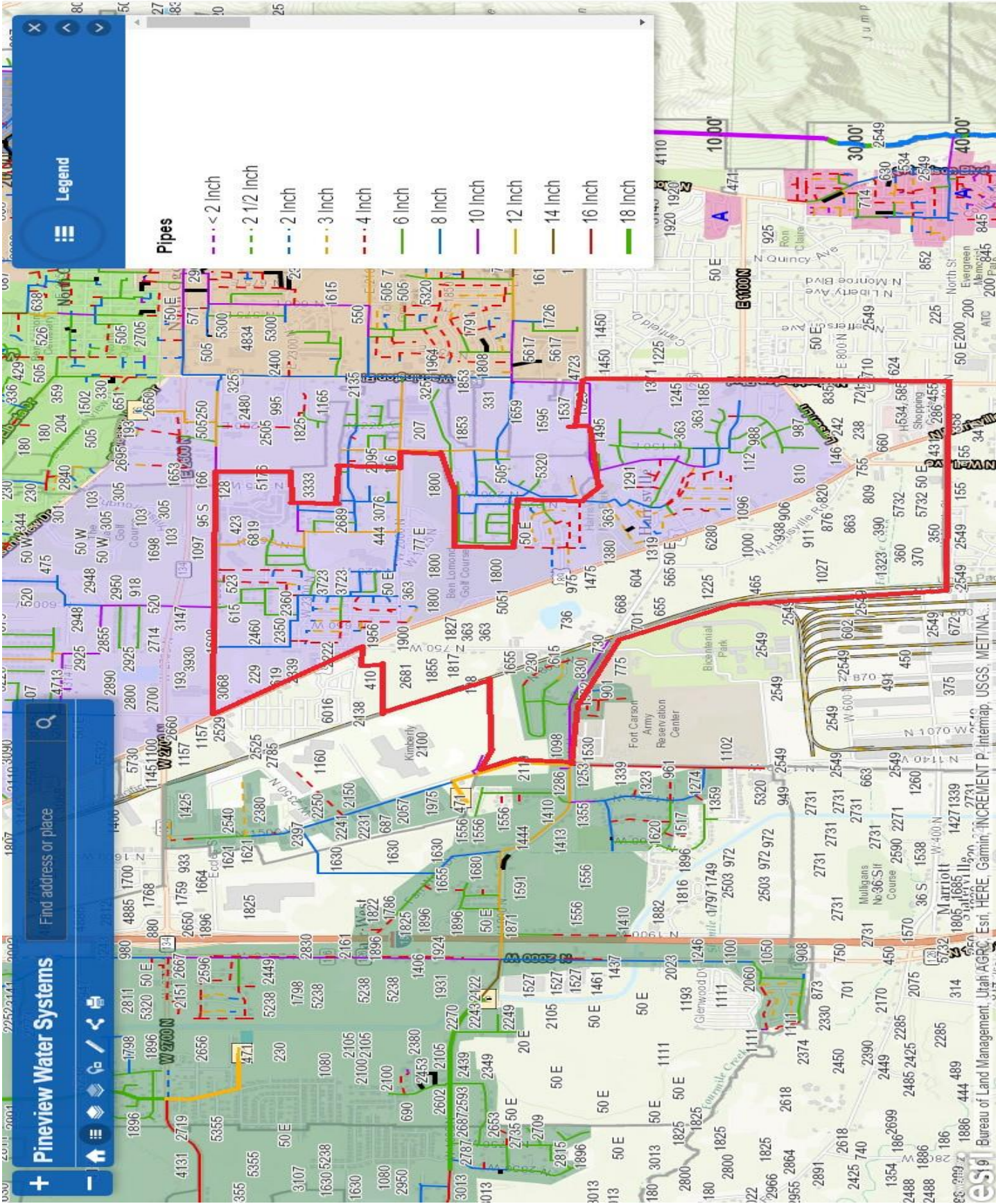
SEWER SYSTEM MAP



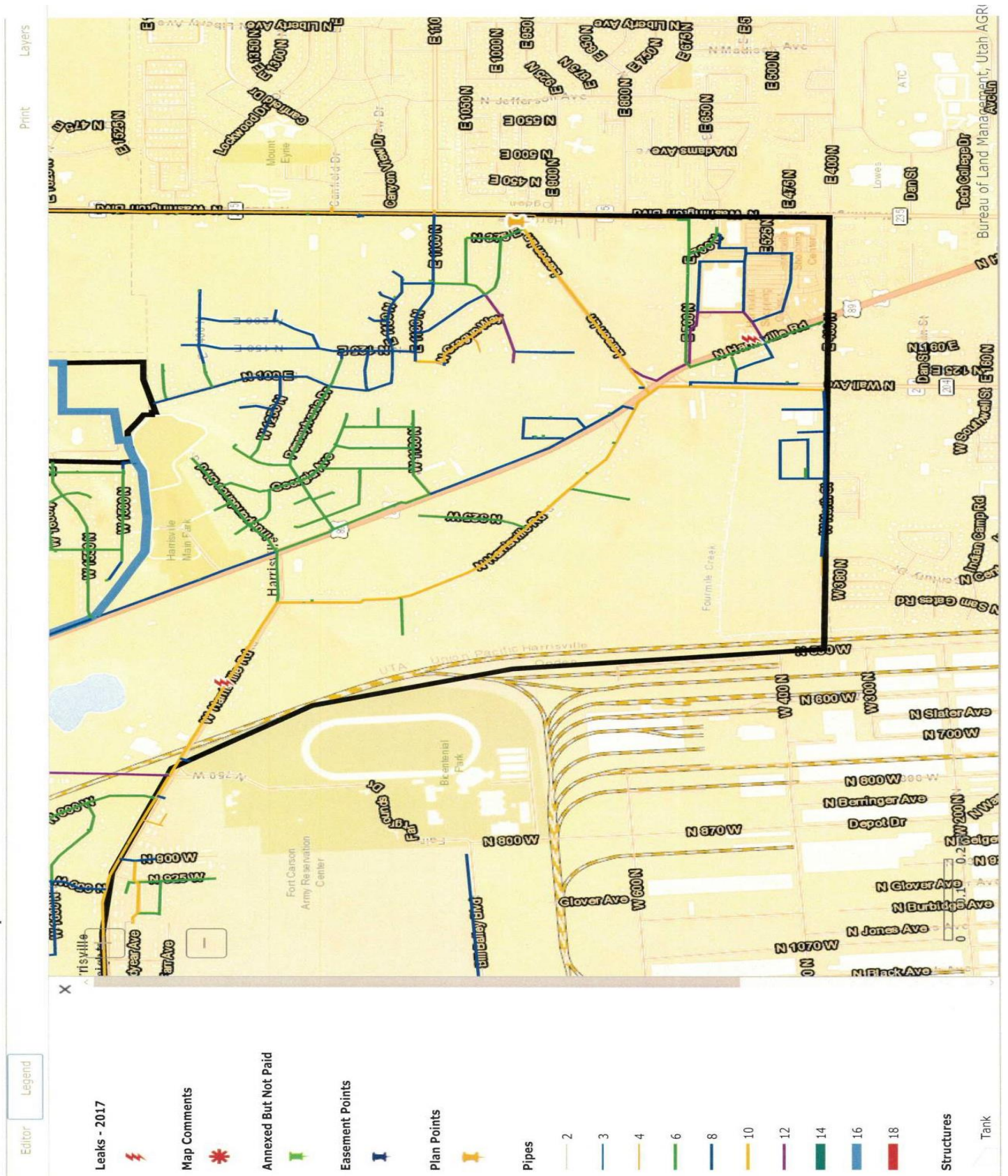
SENSITIVE LANDS MAP



PINEVIEW WATER SYSTEM MAP



BONA VISTA WATER SYSTEM MAP







HARRISVILLE CITY

363 West Independence • Harrisville, Utah 84404 • (801) 782-4100

MAYOR:

Michelle N. Tait

COUNCIL MEMBERS:

Grover Wilhelmsen

Gary Robinson

Ruth Pearce

Clark Beecher

Steve Weiss

Notice of Public Meeting on Annexation Policy Plan

Notice is hereby provided that the Harrisville City Planning Commission has prepared a proposed Annexation Policy Plan in accordance with Utah Code Section 10-2-401.5. The Harrisville City Planning Commission will hold a public meeting on August 14, 2019, at 7:00 p.m., in the Harrisville City Legislative Chambers located at 363 West Independence Blvd, Harrisville City, Utah, to allow affected entities to examine the proposed Annexation Policy Plan and to provide input on it. The Planning Commission will accept and consider any additional written comments from affected entities until ten (10) days after the public meeting on August 24, 2019, before holding the required public hearing. The Planning Commission can make any modifications to the proposed Annexation Policy Plan the Planning Commission considers appropriate, based on input provided at or within ten (10) days after the public meeting. Individuals requiring special accommodation (including auxiliary communicative aids and services) should notify the City Recorder at 801-782-4100 at least three (3) days prior to the hearing.

Certificate Mailing and Posting

I hereby certify that foregoing Notice was duly published in a newspaper of local circulation, mailed to each affected entity, posted on the Utah Public Notice Website, posted on the City website or at three (3) locations in the City as follows: 1) Harrisville City Offices, 2) 2150 North, and 3) Harrisville Cabin.

Jennie Knight, CMC

City Recorder

Harrisville City

Published August 1, 2019

ANNEXATION POLICY PLAN
2019

Adopted: _____



Prepared by the Harrisville City Planning Commission in
conjunction with the Administrative Services Department:
Michelle Tait, Mayor
Bill Morris, City Administrator
Jennie Knight, City Recorder
With the assistance of Doug Larsen and Jones & Associates
Consulting Engineers

Adopted in accordance with *Utah Code Annotated* §10-2-401.5

HARRISVILLE CITY ANNEXATION POLICY PLAN

General Information

Harrisville City (hereafter the “City”) incorporated on April 9, 1962. Since incorporation the City has had several planning documents for future annexations. As growth and development impact the Wasatch Front, recent state legislation has been adopted to reduce unincorporated areas and promote the annexation of unincorporated islands and peninsulas in populated counties such as Weber County where the City is located. This Annexation Policy Plan (hereafter the “Plan”) will replace all prior annexation documents, and is designed to eliminate islands and peninsulas surrounding the City. Weber County (hereafter the “County”) has supported the state legislation for cities to annex unincorporated areas, this minimizes impacts on the County and allows the City to provide municipal services. The need for planning for the annexation of certain unincorporated areas within the County has culminated in this Plan.

Annexation decisions are generally irreversible and permanent. This Plan determines what areas will become part of the City’s political community, which areas must be serviced and supported by the City, and what areas will contribute to the City’s tax base. Ideally, annexations should be as agreeable and advantageous as possible to the applicable affected entities.

Cities annex territory into their boundaries for several reasons, including but not limited to:

- ▶ Promote urban planning and development for unincorporated area adjacent to a municipality which may share or support the basic character of a municipality.
- ▶ Extend municipal services to an unincorporated area.
- ▶ Minimize services and infrastructure gaps along the border of unincorporated area.
- ▶ Support the tax base and economy of a municipality.
- ▶ Eliminate unincorporated islands and peninsulas along with the confusion and frustration over boundaries between the county, service districts, and municipalities.
- ▶ Eliminate or reorganize services provided by special districts.
- ▶ Extend community vitality and connection.
- ▶ Improve transportation, public safety, and recreation services and programs.

Annexation Policy

This Plan shall be part of the City’s General Plan for Annexation. This Plan includes general concepts and standards that the City may adopt by ordinance as it considers appropriate in conducting an annexation as follows:

- ▶ Avoid creating islands and peninsulas of unincorporated areas.
- ▶ Focus on annexation of areas that are already islands or peninsulas of unincorporated county.
- ▶ Focus on areas that are a natural extension that benefit the City.
- ▶ Annex areas of 100 acres or less to encourage the equitable distribution of community resources and obligations.
- ▶ Negotiate with surrounding cities and annex areas where the most advantageous municipal services can be provided.

- ▶ Give consideration to areas seeking incorporation that may contribute to the City.
- ▶ Avoid areas that create an additional tax or financial liability to the taxpayers within the City prior to the time of the annexation.

Areas Subject to Future Annexation

The annexation of the areas below will allow Harrisville City the ability to provide affordable municipal services to each of the areas proposed for annexation. Areas proposed for annexation into the City include:

1. Weber Industrial Park. The unincorporated area of the Weber Industrial Park located along Rulon White Boulevard and surrounding unincorporated properties.
2. Harrisville Park (East). Unincorporated vacant land currently owned by Harrisville City and utilized as an integral part of the Harrisville City Park. The area is located at approximately 1475 North 200 West.
3. 2000 North. Unincorporated vacant and improved land located at approximately 2000 North 100 West.
4. Colonial Springs South. Unincorporated vacant land located at approximately 2175 North 200 West.

Annexation Policy Plan Contents

In accordance with *Utah Code Annotated* §10-2-401.5, this Plan includes:

1. A map of the City's proposed expansion area.
2. A statement of the specific criteria that will guide the City's decision whether or not to grant future annexation petitions, addressing matters relevant to those criteria including:
 - a. Character of the community.
 - b. Need for municipal services in developed and undeveloped unincorporated areas.
 - c. City's plans for extension of municipal services.
 - d. How the services will be financed.
 - e. An estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area.
 - f. Interests of all affected entities.
3. Justification for excluding from the expansion area any area containing urban development within one-half (½) mile of the City's boundary.
4. A statement addressing any comments made by affected entities at or within 10 days after the public meeting under *Utah Code Annotated* §10-2-401.5(2)(a)(ii).

Statement of Specific Criteria

1. **Character of the Community.**
 - a. **Purpose and Introduction.** The purpose of the Annexation Policy Plan is to comply with *Utah Code Annotated* §10-2-401.5 which requires the City to adopt this Plan before annexing any area to the City. Each proposed and actual annexation has a different character and thus will present the City with varied opportunities and problems as the full impact of each annexation is visited on the City.

- b. **Vision Statement.** The City seeks to maintain and enhance the rural, agricultural, aesthetic values of the community, and minimize urban sprawl. Further, the City supports residents and businesses with responsible, accountable, accessible, innovative, efficient, and cost-effective municipal services while affording practical infrastructure and reasonable housing opportunities. In achieving this vision the City seeks to keep local taxes and fees at a minimum.
- c. **Brief Community History.** Harrisville City is located northwest of Ogden in Weber County. The City is named in honor of Martin Henderson Harris who was an early pioneer settler to this area. He built a log home west of Four Mile Creek. Other pioneer settlers soon followed such as: James Lake, Pleasant Green Taylor, David Jenkins, William W. Dixon, Stephen Ordway, and Luman A. Shurtleff. In 1852, Haskel V. Shurtleff, Levi Murdock, Warren Child Sr., George Tiffany, and William Elder moved into the settlement. However, trouble occurred with a local tribe after an accidental shooting of a popular chief. Some houses were dismantled and moved into Bingham's Fort until peace was reached. A brickyard was later established in Harrisville, and local brick making turned into a major business and a brickyard remained operating until 2012. The Central Pacific and Union Pacific railroads ran through a portion of Harrisville. Some of these tracks are utilized today by freight trains and by the Front Runner. Harrisville has history of welcoming new residential and business in developments that share the quality of life and pleasant atmosphere of this area. The population is approximately 6,100.
- d. **General Land Area.** Harrisville City comprises an approximate 2.7 square mile geographical area in Weber County about 40 miles north of Salt Lake City. Land area of the City ranges in elevation approximately 4,291. The City is bordered by Farr West to the west, Pleasant View and North Ogden to the north and east, along with Ogden to the east and south. The Four Mile Creek, Six Mile Creek, and Mud Creek bisect the City. Portions of the City are located in the FEMA 100-year flood plain and there are wetland areas which both preclude development in such areas.
- e. **Basic Criteria.** In 1979, the Utah State Legislature adopted annexation criteria requiring an annexation policy declaration and standards before a municipality could conduct an annexation. The law also provided for a boundary commission to settle annexation disputes in each county. Changes to the state law in 1997 eliminated the policy declaration and made other changes. However, in 2001 Utah State Legislature again amended the annexation law to require an annexation policy plan and further define the requirements regarding annexation. Presently, the *Utah Code Annotated* §10-2-402 sets forth the following summarized basic criteria:
 - i. The area must be unincorporated area that is contiguous to a municipality.
 - ii. Annexation will not leave or create an unincorporated island or unincorporated peninsula, with some exceptions.
 - iii. Area proposed to be annexed must be in the Annexation Policy Plan.

- iv. *Utah Code Annotated* §10-2-418 provides for annexation without a petition.
 - v. *Utah Code Annotated* §10-2-403 provides for annexation with a petition.
 - vi. A municipality may not annex an unincorporated area in a specified county for the sole purpose of acquiring municipal revenue or to retard the capacity of another municipality to annex the same or a related area unless the municipality has the ability and intent to benefit the annexed area by providing municipal services to the annexed area.
 - vii. An annexation petition may not be filed proposing the annexation of an area located in a county that is not the county in which the proposed annexing municipality is located unless the legislative body of the county in which the area is located has adopted a resolution approving the proposed annexation.
 - viii. Other limitations are very specific as provided in state law.
- f. **Annexation Area Character.** The property in the “Area Subject to Future Annexation” is rural, agricultural property with very few homes. The property immediately adjacent to the City can easily identify as part of the City as the residents attend the same elementary, junior high, and high schools. The area is also serviced by the same fire and sewer district.
2. **Need for Municipal Services in Unincorporated Area.** The property located in the “Area Subject to Future Annexation” has road maintenance and law enforcement provided by Weber County. Harrisville Police frequently have to respond to these areas as they are away from the areas generally serviced by the Weber County Sheriff. In addition, some of the properties will need future or additional sewer services that are available from the City. Future residential areas can also benefit from the City service for residential solid waste collection and disposal, recycling, storm water, flood control, fire hydrants, land use planning, and road improvements most of which are services presently not offered at all by the county or to the same extent by the county.
3. **Plans and Time Frame for Extension of Municipal Services.** The providing of municipal services such as law enforcement will be immediate upon annexation. Fire protection will be provided by North View Fire District. Culinary water will be provided by the existing culinary water improvement districts. Sewer service can be provided at the time of development for those areas not already serviced by the City. Residential solid waste collection and disposal, recycling, land use planning, public works, storm water services, and flood prevention regulations will occur immediately upon annexation. Other services will be accommodated upon development.
4. **Financing of Services.** All services for the “Area Subject to Future Annexation” will be financed by the City or continue as part of existing special districts. No additional financing resources are anticipated.
5. **Estimate of Tax Consequences on Residents.** The City anticipates the following tax consequences upon residents as a result of the annexations:
- a. Tax Consequence to current residents in Harrisville City. It is anticipated that the residents may experience a positive tax consequence in the form of stabilizing the

City's property tax assessed value basis. Increasing the total taxable or assessed value of the City can provide an opportunity to maintain the City property tax levy at the current level for a greater period of time.

- b. Tax Consequence to residents in areas to be annexed.
 - i. Weber Industrial Park. No residentially assessed property and there are no residents currently within the boundaries of the Weber Industrial Park.
 - ii. Harrisville Park (East). No residentially assessed property and there are no residents currently within the boundaries of this area.
 - iii. 2000 North. This area is comprised of two parcels:
 - (1) Parcel No. 17-071-0009: Vacant land with no residents.
 - (2) Parcel No. 17-071-0047: Residentially improved parcel. It is anticipated property tax assessed could increase by approximately 3.5%. The 2018 property tax totaled \$2,961 the tax area rate was .012579. Annexation of the parcel will add the Harrisville City levy as well as the Bona Vista Water levy. Accordingly, the 2018 combined rate, if annexed at that time would total .013023, or a property tax of \$3,065.
 - iv. Colonial Springs South. No residentially assessed property and there are no residents currently within the boundaries of this area.
6. **Interests of other Affected Entities.** North Ogden and Pleasant View may have overlapping annexation plans for portions of the areas in this Plan. Each municipality should coordinate with the other as provided by law.

Justification for Excluding from the Expansion Area

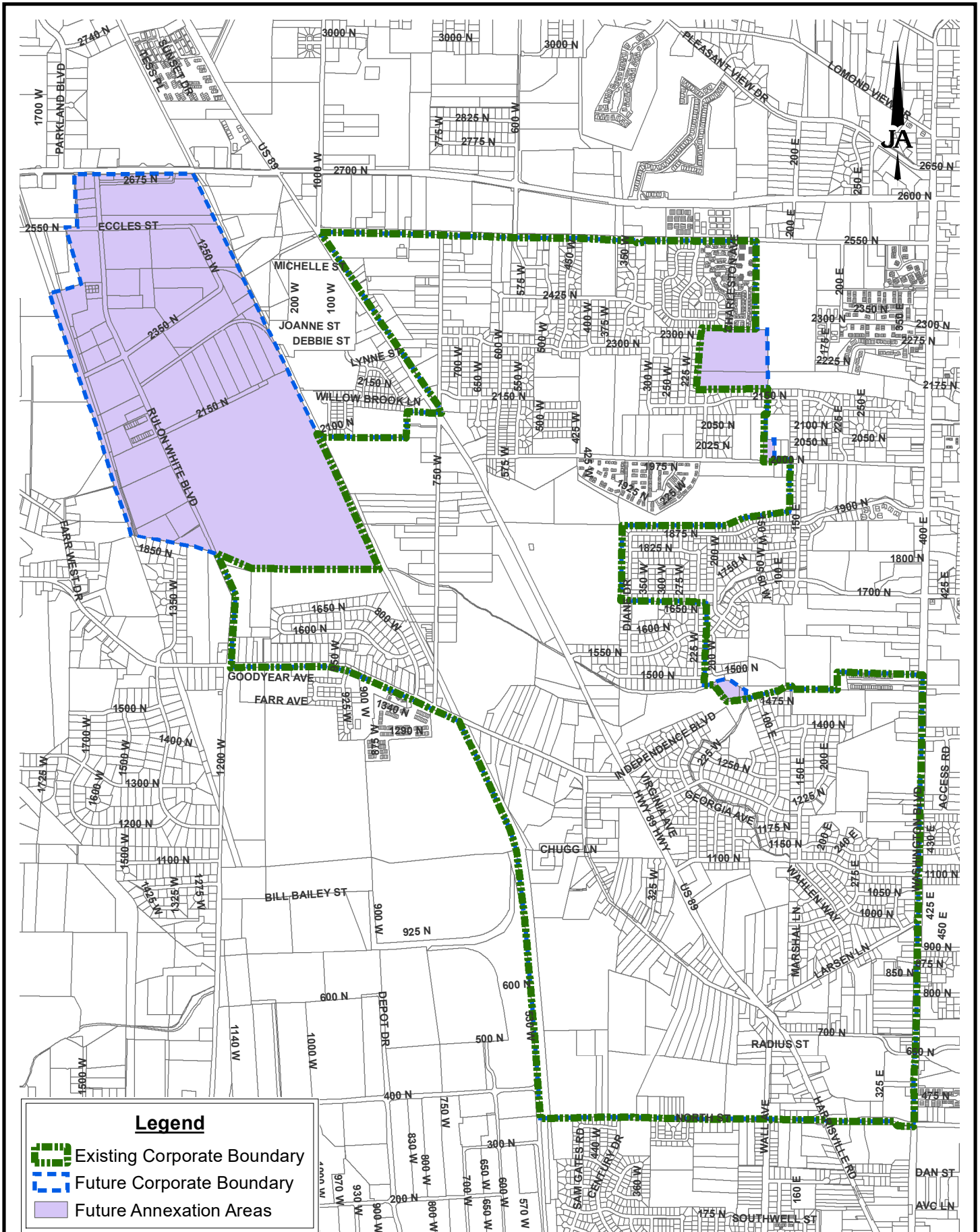
There is no area excluded from annexation in this Plan as the purpose of this Plan is to eliminate all remaining unincorporated areas surrounding the City.

Statement Addressing Affected Entities

A statement addressing comments made by affected entities at the public meeting or within ten (10) days after the public meeting under *Utah Code Annotated* §10-2-401.5(2)(a)(ii) is added to this Plan below.

The City's Planning Commission held its public meeting for the affected entities on August 14, 2019. At that public meeting there were comments from several affected entities that consisted of:_____.

The City received _____ written comments during the ten (10) day comment period provided in the state statute. Neither opposed the Annexation Policy Plan. The written comments related to _____ and are addressed in this Plan by_____. Based upon the comments, formatting and clarification changes were made to this Plan so that matters of concern were addressed for infrastructure and land use planning concerns.





HARRISVILLE CITY

363 West Independence • Harrisville, Utah 84404 • (801) 782-4100

MAYOR:

Michelle N. Tait

COUNCIL MEMBERS:

Grover Wilhelmsen
Gary Robinson
Ruth Pearce
Clark Beecher
Steve Weiss

19 July 2019

Re: Weber Industrial Park | Annexation

Dear ,

I do hope this communication finds you doing very well. I am Michelle Tait; Mayor of Harrisville City and I am reaching out to you to let you know our city is considering annexing the area commonly known as the Weber Industrial Park into our city.

Accordingly, that potential change will certainly have an impact on your business. Our goal is to ensure the impact is positive.

The Weber Industrial Park is currently one of many "unincorporated islands" in Weber County. A significant number of unincorporated islands exist throughout the State. As a measure to absorb these islands, cities across the State of Utah are developing Annexation Policy Plans. Such plans articulate and define contiguous unincorporated areas to be annexed into their city for the fundamental purpose of helping to ensure the sustainability of community culture, finances, services, land use and future development.

Harrisville City's Annexation Policy Plan includes four unincorporated islands as represented on the attached map. The smaller areas to be incorporated/annexed on the eastern border of the city are primarily an effort to integrate property the city already owns and/or is essentially providing services to.

Annexing the Weber Industrial Park is rooted in the exercise of sustainability and long-term planning for our city. We are approaching this effort with focused due diligence as we understand the bottom line to your business will be an increase in expense.

Our analysis indicates property tax liability as a result of the annexation will increase by approximately 2.7%. We are thinking through models that would implement the increase over a number of years. We would note that spanning the prior 20-year period, the Harrisville City property tax rate has decreased at an overall average of 1.25%. As well, we are scrutinizing the potential imposition of storm-water utility fees.

As part of this process, we are developing short and long-term plans to maintain the park and ensure Harrisville is an effective resource to you and your business. Integral to our evaluation and consideration effort related to annexation and park management, we very much would like to hear your concerns and recommendations. Please email me directly

(mayor@cityofharrisville.com), or call our office (801.782.4100) - we would appreciate the opportunity to meet with you in person.

We anticipate a timeline of 4 to 8 months to work through the due diligence effort and determine the viability of annexation – from your perspective as well as the city's. We are moving our Annexation Policy Plan forward procedurally in August. Public notice and meetings will show the Weber Industrial Park is included in the "Plan", but please know that we will not finalize a decision on the annexation of the Park until we have concluded our work and communications with property owners and businesses in the Park - having the Park in the Plan does not require that we annex – such allows us to evaluate the mutual cost and benefits.

We hope to hear from you soon, and in any event, we will keep you apprised of our progress.

Thank you sincerely for the business you conduct in our county, the jobs you provide and the valuable investment you have made in our communities, region and our State.

Sincerely,

A handwritten signature in blue ink that reads "Michelle Tait". The signature is fluid and cursive, with the first name "Michelle" and the last name "Tait" clearly distinguishable.

Michelle Tait
Mayor | Harrisville City

Automated Geographic Center
State Capitol
Salt Lake City, UT 84114

Bona Vista Water
2020 West 1300 North
Farr West, UT 84404

Central Weber Sewer
2681 W. Pioneer Road
Marriott-Slaterville, UT 84404

Comcast
752 Marshall Way
Layton, UT 84041

Farr West City
1896 North 1800 West
Farr West, UT 84404

North Ogden City
505 E 2600 N
North Ogden, UT 84414

Ogden City
2549 Washington Boulevard
Ogden, UT 84401

Weber County
2380 Washington Boulevard
Ogden, UT 84401

Pleasant View City
520 W Elberta Dr
Pleasant View, UT 84414

Dominion Energy
2947 Washington Boulevard
Ogden, UT 84401

CenturyLink, Inc
100 CenturyLink Dr.
Monroe, LA 71203

Pineview Water Systems
471 W 2nd Street
Ogden, UT 84404

Rocky Mountain Power
PO Box 25308
Salt Lake City, UT 84125

State Office of Planning
5120 State Office Building
Salt Lake City, UT 84114

Western Irrigation Co.
1645 Farr West Dr
Ogden, UT 84404

UDOT
166 Southwell Street
Ogden, UT 84404

United States Post Office
3680 Pacific Avenue
Ogden, UT 84401

Wasatch Front Regional Council
295 N. Jimmy Doolittle Road
Salt Lake City, UT 84116

Weber-Box Elder Conservation
District
471 W. 2nd Street
Ogden, Utah 84404

Weber-Morgan Health Dept.
477 23rd Street
Ogden, Utah 84401

North View Fire
315 E 2550 N
North Ogden, UT 84414

Weber School District
5320 Adams Avenue
South Ogden, UT 84403

Kimberly-Clark Worldwide INC
400 Goodys Lane Suite 100
Knoxville, TN 37922

Bertea Corporation
6035 Parkland Blvd
Cleveland OH 44124

Black Sun Properties LLC
2520 N 1500 W Suite A
Ogden, UT 84404

Vasteco Real Estate LLC
2581 N 1500 W
Ogden, UT 84404

Western Coating INC
PO BOX 889
Eugene, OR 97440

United Foods INC
PO BOX 119
Bells, TN 38006

U S Holdings INC
3200 W 84th Street
Hialeah, FL 33018

R & H Christensen Holdings LLC
2250 N 1500 W
Ogden, UT 84404

Intermountain Industrial Park LLC
2331 N 1350 W
Ogden, UT 84404

Keveri Holdings LLC
1071 W Pages Lane
West Bountiful, UT 84087

Foremaster Enterprises LLC
2397 N Rulon White Blvd
Ogden, UT 84404

Taylor Investments LLC
2785 Shamrock Dr
Ogden, UT 84403

Cerro Wire and Cable Co INC
1099 Thompson Rd Se
Hartselle, AL 35640

Sunan Investments LLC
10500 Canada Dr
Jacksonville, FL 32218

Heat Asset Acquisition Corp
103 Gamma Dr Ext
Pittsburg, PA 15238

R&K Investment Company
PO BOX 1492
Ogden, UT 84402

HWJR LLC
1871 N Rulon White Blvd
Ogden, UT 84404

1973 North Rulon White LLC
2600 Cordova St Suite 100
Anchorage, AK 99503

Doug & Susan Oler
687 E 3050 N
North Ogden, UT 84414

Gary & Kaylyn Lyells
961 E 3400 N
North Ogden, UT 84414

G&H Ben Lomond Properties LLC
3065 Washington Blvd
Ogden, UT 84401

LKC Investments LLC
1668 S 1100 W
Ogden, UT 84404

Sor & Sons LLC
927 E 3350 N
North Ogden, UT 84414

QBT LLC
2147 Rulon White Blvd Suite 212
Ogden, UT 84404

Paul Davis
2147 N Rulon White Blvd #207
Ogden, UT 84404

Dancole LLC
1448 W 2100 S
West Haven, UT 84401

Woods Leasing LLC
2147 N Rulon White Blvd #103
Ogden, UT 84404

Subminiature Instrument CORP
2147 Rulon White Blvd #106
Ogden, UT 84404

JSS Properties LLC
2073 S Allen Rd
Taylor, UT 84401

Park, Arka Monterey LLC
9350 Wilshire Blvd #402
Beverly Hills, CA 90212

3 H Leasing
2147 Rulon White #101
Ogden, UT 84404

PJB Properties LLC
1013 Vitt Dr
Ogden, UT 84404

Woods Leasing LLC
2147 Rulon White Blvd #103
Ogden, UT 84404

Cherry Spring Investments Ltd
687 E 3050 N
North Ogden, UT 84414

Pulsers LLC
2437 N Rulon White Blvd #1
Ogden, UT 84404

Ted Grove
2437 N 1500 W #2
Ogden, UT 84404

HABCO Properties LLC
2437 N Rulon White Blvd
Ogden, UT 84404

Lenz Group LLC
2437 Rulon White Blvd
Ogden, UT 84404

WINCO Foods LLC
PO BOX 5756
Boise, Id 83705

Fourstar Investments LLC
2601 Southeast Loop 289
Lubbock, TX 79404

Cutting Edge Investments LLC
189 N Highway 89 Suite C104
North Salt Lake, UT 84054

Jed McCormick
3333 N 425 E
North Ogden, UT 84414

Anthony & Shawna Bown
29310 Castle Hill Dr
Agoura Hills, CA 91301

Victor & Sara Ortiz
116 W 2000 N
North Ogden, UT 84414

MLJ Investments LLC
3723 W Pioneer Rd
Marriott-Slaterville, UT 84404

Arrow Disposal INC
1871 N Rulon White Blvd
Ogden UT 84404

Kendrick Bros Roofing INC
1871 N Rulon White Blvd
Ogden UT 84404

Tesoro Logistics NorthWest
Pipeline LLC
19100 Ridgewood Pkwy
San Antonio TX 78259

Chromalox INC
2150 N Rulon White Blvd
Ogden UT 84404

Steel Concepts, LLC
2331 N 1350 W
Ogden, UT 84404

Steel-Fab, INC
2331 N 1350 W
Ogden UT 84404

USF Fabrication, INC
2382 N Rulon White Blvd
Ogden UT 84404

Parker Hannifin-Berta Division
6035 Parkland Blvd
Cleveland OH 44124

Utah Power & Light Company
825 NE Multnomah St Ste1900
Portland OR 97232

GVH Millennium Dist NW INC
2601 Se Loop 289
Lubbock, TX 79404

Advanced Plumbing & Mech
2437 N Rulon White Blvd
Ogden, UT 84404

Ring Master INC
2437 N Rulon White Blvd
Ogden, UT 84404

Patriot Machine
2437 N 1500 W #2
Ogden, UT 84404

Real Acoustix LLC
2437 Rulon White Blvd
Ogden, UT 84404

Babbott Bearing Resource
2533 N 1500 W
Ogden, UT 84404

Ron Zundel Auto Repair
2513 N Rulon White Blvd
Ogden, UT 84404

Brenkman, Paul D
2147 Rulon White Blvd #102
Ogden, UT 84404

Richard Manufacturing Company
2147 N Rulon White Blvd Ste. 212
Ogden, UT 84404

Wood's Tom Custom Drive Shafts
2147 Rulon White Blvd #103
Ogden, UT 84404

Tsiseats INC
2581 Rulon White Blvd
Ogden, UT 84404

Avparts International LLC
2581 Rulon White Blvd
Ogden, UT 84404

Kings Peak Manufacturing
2581 Rulon White Blvd
Ogden, UT 84404

PCB Solutions INC
2520 N 1500 W, Ste A
Ogden, UT 84404

Pattonair USA, INC
1900 Robotics Place
Fort Worth, TX 76118

Fastenal Company
PO BOX 1206
Winona, MN 55987

**HARRISVILLE CITY
ORDINANCE 501**

ANNEXATION AND GENERAL PLAN

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

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

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

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

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

WHEREAS, after publication of the required notice, the Planning Commission held several public hearings and subsequently gave its recommendation to approve this Ordinance;

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

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

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

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

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

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

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

Chapter 10.01 General Plan

Sections:

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

10.01.010 General Plan.

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

10.01.020 Plan Amendment.

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

Commission shall consider the following criteria:

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

- ix. Other related factors as determined by the Planning Commission.
 - d. Whether the proposed amendment creates inconsistency in the overall General Plan, an island, or peninsula of competing or conflicting land uses.
 - e. Whether the proposed amendment will hinder or prevent a future and more logical and beneficial plan amendment.
 - f. The fiscal impact on the City and all affected entities.
 - g. Current and five year projections of demographics, economic base, and anticipated additional municipal type services for the proposed plan amendment area resulting from the proposed amendment;
 - h. Projected growth in the City and in adjacent areas during the next five (5) years as based upon building permits issued by the City from the prior five (5) years.
 - i. Present and projected long term costs to the City, including overhead of additional governmental services, both direct and indirect, attributed the proposed amendment compared to the present and projected revenue generated by the proposed amendment.
 - j. The projected impacts the proposed amendment may cause, including but not limited to:
 - i. The need for supporting public and non-public infrastructure, services, facilities, and otherwise.
 - ii. Additional services or other costs attributed from the proposed plan amendment.
 - iii. Possible tax increases that may result from the amendment.
 - iv. Anticipated increased costs and services for public safety; and
 - v. Past expansion in terms of population and construction in the surrounding area.
 - k. An assessment of whether the proposed amendment constitutes a use that justifies deviation of the existing plan.
 - l. An analysis of future potential uses of the property consistent with current growth trends and surround properties.
 - m. The need for the proposed plan amendment based upon housing, transportation, access, services, growth trends, the use of surrounding property, and other relevant indicators or information.
 - n. Any other information that would assist in consideration of the proposed amendment.
8. Recommendation Criteria. In giving its recommendation on a proposed amendment to the General Plan, the Planning Commission shall prepare a report to the City Council considering each of the following:
- a. Whether the proposed amendment will benefit the health, safety, and general welfare of the community.
 - b. Whether the proposed amendment is consistent with the general plan as a whole, the extent the proposed amendment may contribute to:
 - i. Urban sprawl.
 - ii. Impact on surrounding properties.
 - iii. Its impact on natural resources.

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

10.01.030 Effect Of The Plan.

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

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

10.01.040 General Plan Elements.

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

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

10.01.050 Capital Plans.

- 1. Purpose. A Capital Plan is a comprehensive and strategic planning document relating to a specific area, enterprise, and/or governmental function. Such plans may be a long-range or short range plan and identifies capital projects, capital investments, equipment purchases, provide a planning schedule, or identify options for budgeting and financing.
- 2. Policy Statement. A Capital Plan allows for:
 - a. Coordinating multi-jurisdictional projects with other governmental entities.
 - b. Systematic evaluation of all potential projects at the same time.
 - c. Ability to plan, budget, and consolidate projects to reduce costs.
 - d. Provide information to the public about planning and projects.

- e. Aid in economic development.
 - f. Schedule the installation, repair, upgrade, or replacement of public infrastructure over time.
3. Contents. An ideal Capital Plan should contain the following information:
- a. Statement of justification or purpose.
 - b. A listing of the capital projects or equipment to be purchased.
 - c. The projects ranked in order of preference.
 - d. The plan for financing the projects.
 - e. A timetable for the construction or completion of projects.
 - f. Itemized of expenses for each project.
 - g. Map of each project location, project details, and project cost.
4. Review and Implementation. Regularly review and update the Capital Plan with the City Council. A pattern for implementation of a Capital Plan may be as follows:
- a. Short term and long term projects.
 - b. Prioritization and ranking of projects.
 - c. Evaluation of completed, unimplemented, or incomplete projects.
 - d. Solicit, compile, and evaluate new project requests.
 - e. Identify the specific steps for project development.
 - f. Take inventory of existing capital assets.
 - g. Assess financial capacity and possible grant funding.
 - h. Schedule for development and a financing plan.
 - i. Regulatory compliance and bidding procedures.
 - j. Manage and monitor approved projects.

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

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

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

MICHELLE TAIT,
Mayor

ATTEST:

JENNIE KNIGHT,
City Recorder

RECORDED this ____ day of _____, 2019.

PUBLISHED OR POSTED this ____ day of _____, 2019.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

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

JENNIE KNIGHT, City Recorder

DATE:_____