



Staff Report

Coalville City
Project Coordinator

To: Coalville City Council and Mayor
From: Don Sargent, City Project Coordinator
Date of Meeting: July 26, 2021
Re: Parks, Trails and Open Space - Development Code and Master Plan
Update Amendments
Action: Work Session

Parks, Trails and Open Space – Development Code and Master Plan Amendments

REQUEST

The purpose of this work session is to review and discuss the Planning Commission's recommended amendments to the parks, trails, and open space master plan and development code language.

This item is scheduled for work session only (public comment will be taken at a future noticed public hearing). No action on the amendments is requested at this time.

BACKGROUND

Parks, Trails and Open Space are part of development code update amendment effort. The Planning Commission and City Council determined these amendments were important to address and directed staff to research and coordinate the updates for consideration.

The Planning Commission conducted the required public hearing and eight (8) work sessions on the proposed amendments. The amendments are associated with the existing Parks, Trails and Open Space provisions in the development code, general plan, and master plans/maps including the following:

- Development Code Sections: (2014)
 - 8-4-080
 - 8-4-100
- General Plan: (2012)
 - Parks, Open Space and Environment Element
- Parks, Trails and Open Space Master Plan (2009)
- Zoning Map (2019) GIS Updated (2021)
- Annexation Declaration Boundary Map (2019)

The existing development code and general plan language and mapping is included as Attachment A to this report for reference.

ANALYSIS

General Plan Goals, Objectives, and Policies

The Coalville City General Plan Parks, Open Space and Environmental Element sets forth the recreational goals, objectives, and policies for the city including the following statements:

- "It is the city's desire to build a sufficient network of parks and open space, connected by a trail system..."
- "Coalville will have trails that connect the neighborhoods of the city to regional trail systems, and the preservation of open spaces..."
- Create a trail system throughout the city that provides access to parks, open spaces, commercial and civic properties."
- "City residents have expressed a strong interest in developing trails throughout the community as a valuable amenity for recreation and transportation."
- "As more of the city is developed, opportunities for providing continuous inter-connected trail corridors are diminished. For this reason, the city has developed a Master Trail Plan...to address the issue of trail development by making it a required step in the land planning process..."
- "The city is committed to making trail development an integral part of the on-going planning reviews..."
- Policy 4: "Apply the park area standard of the Development Code to new development applications as a condition of final approval to obtain park areas and recreational sites to accommodate new growth."
- Goal #3: "Multiple-use trail and sidewalk systems should be expanded and constructed, particularly along the Chalk Creek Corridor, Rails -to-Trail, Main Street and within new developments."
- Objective 1: "Trail systems are an important alternative form of transportation and should be planned for Coalville City as part of the trails master plan."

These and other statements are highlighted in the General Plan Element included in Attachment A for reference.

Existing Parks, Trails, and Open Space Master Plan

The existing Coalville City Parks, Trails and Open Space Master Plan, adopted in 2009, shows the existing trails, sidewalks, parks, and open space in the city. Proposed future trails are also reflected on the master plan. The 2009 Master Plan is included in Attachment A for reference.

Planning Commission Review

The Planning Commission review and drafting of the proposed updated development code Parks, Trails, and Open Space provisions and Master Plan mapping directly supports the General Plan and 2009 Master Plan. In addition, the following resources were also reviewed and considered in updating the code and master plan:

- Oakley City Trails, Parks, and Open Space Master Plan
- Publications on the Impact of Trails on Property Values
- Deed Restricted Open Land requirements in the updated MPD provisions of the development code.
- Former Coalville City Parks and Recreation Impact Fee Analysis
- Weber County Trails Impact Fee Analysis
<https://www.webercountyutah.gov/Engineering/documents/Trails%20IFA.pdf>

- Cottonwood Heights Bicycle and Trails Master Plan
<https://www.cottonwoodheights.utah.gov/home/showpublisheddocument/1818/637098581957070000>

These and other additional resources are available in Attachment B or the links above for reference.

One of the major issues and concerns discussed at the work sessions and public hearing was equity and fairness of property owners/developers contributing to the city-wide trail system. The Planning Commission discussed several options at length and determined the language should place the responsibility of trail easements and construction on all development applications with the exception of a building permit application for a single-family dwelling on an existing building lot.

In addition to the code language and master plan amendments, the Planning Commission also recommended the City Council explore trail funding options such as a flat fee per lot or an equivalent residential unit (ERU) assessment that is deposited into a trail fund. The fund may take the form of a trail improvement or impact fee. This fund could then be used by the City to build trails in those locations exempted by a single-family dwelling building permit application or other appropriate locations where connections are needed. This funding provision would help to provide equity for all developments sharing the cost of providing trails regardless of the trail classification and location.

It is important to recognize that proposed trails shown across private property on the master plan are conceptual and are intended for long-range planning purposes only. The trails will not be required until such time the property is considered for development through the City review and approval process. Language to that effect was added to the code amendment language as well as the master plan map.

On June 21, 2021, the Planning Commission unanimously recommended approval of the amendments to the City Council per the following attachments:

Attachment C: Recommended development code language amendments.

Attachment D: Revised recommended master plan with descriptions of changes made.

Attachment E: Updated recommended master plan and map legend.

Attachment F: Recommended trail type classifications.

The updated amendment language includes provisions for the timing, applicability and responsibilities required for parks, trails/sidewalks and associated easements.

RECOMMENDATION

Staff recommends the City Council review and discuss the recommended Parks, Trails and Open Space language and Master Plan amendments and provide Staff direction for preparation of a public hearing.

ATTACHMENT(S)

- A.** Existing Development Code Language and Mapping
- B.** Additional Resources Reviewed and Considered
- C.** Recommended Updated Development Code Language
- D.** Revised Master Plan with Descriptions
- E.** Recommended Updated Master Plan
- F.** Recommended Trail Classifications

ATTACHMENT A

Existing Development Code Language and Mapping

8-4-080: SIDEWALKS, CURBS, TRAILS, AND PATHS:

A. Location

Sidewalks shall be included within the dedicated non-pavement right-of-way of all roads unless an alternate location has been specifically approved by the Planning Commission. In many cases pedestrian paths separate from the road right-of-way may be preferable. Concrete curbs are required for all roads where sidewalks are required by these regulations and run along roads or where required at the discretion of the Planning Commission.

B. Improvements

Sidewalks shall be constructed of concrete at least four (4) inches thick, six (5) inches thick through driveway approaches, and not less than five (5) feet wide and shall be designed to best facilitate their assumed use and serve the public interest and safety.

C. Trails and Paths

Trails, pedestrian paths, and bike paths shall be related appropriately to topography require a minimum of site disturbance, permit efficient drainage, and provide safe access. Walking and hiking trails, bike paths, and horse trails shall be provided by the developer as determined by the Planning Commission. Trails should provide a link to schools, recreation facilities, commercial areas, parks, other development areas and significant natural features. Trails shall be built to City specifications and easements shall be dedicated for trails. The trails shall be constructed at the time of road construction, unless the Planning Commission determines otherwise, in which case cash deposits shall be required pursuant to this Code for the trail improvements.

Commented [DS1]: This Subsection 8-4-080 is incorporated into the proposed Subsection 8-4-080.

8-4-100: PARKS, PLAYGROUNDS, RECREATION AREAS, AND OTHER PUBLIC USES:

The Planning Commission in its review of each development, may require that land be reserved and improvements installed for parks and playgrounds or other recreation purposes in locations identified in the General Plan and Recreation Element or other are where such reservations would be appropriate and would benefit the development and surrounding residents. Each reservation shall be of suitable size, dimension, topography, and general character and have adequate access for the particular purposes envisioned by the Planning Commission. The area shall be shown on the Final Plat. The developer may also be required to install improvements to the recreation areas which directly benefit the development. These improvements shall be built to City specifications.

A. Required Park Area

Recreation areas shall be consistent with the Recreation Element unless the applicant desires to construct recreational facilities for the residents of the development. If the applicant is developing an area which contains areas

Commented [DS2]: This Subsection 8-4-100 is incorporated into the proposed Subsection 8-4-080.

designated for public facilities according to the Recreation Element, the applicant may donate land and construct facilities in place of Impact Fees. The Planning Commission shall determine the number of acres to be reserved using the adopted level of service standard of the Coalville City Impact Fee Ordinance of five (5) acres per one thousand (1000) residents or typically five (6) acres per two hundred fifty (250) dwelling units or lots. This calculation equates to eight hundred seventy-one (871) square feet per single family dwelling unit. The Planning Commission shall also determine the level of improvements required. All required improvements shall be built to City specifications. The developer shall dedicate all such recreation areas and facilities to the City as a condition of final subdivision plat or development site plan approval. If the applicant chooses to provide recreational facilities to the residents of the development, the applicant may be entitled to a credit against the Parks and Recreation Impact Fee.

B. Minimum Size of Park and Playground Reservations.

In general, land reserved for recreation purposes shall have an area of at least one (1) acre. When the proposed area would create less than one acre, the Planning Commission may require that the recreation area be located at a suitable place on the edge of the development so that additional land may be added at the time adjacent land is developed, in no case shall an area of less than one quarter (1/4) acre be reserved for recreation purposes. This smaller amount will be accepted only when it is on the edge of the subdivision or when the Staff and Planning Commission determine that the reduced size will result in a functional and usable recreation site.

C. Recreation Sites.

~~Land reserved for recreation purposes shall be of a character and location suitable for use as a playground, play field, trail or for other recreation purposes, and shall be relatively level and dry; and shall be improved by the developer to the City standards required by the Planning Commission, which improvements shall be included in the performance guarantee. All land to be reserved for dedication to the City for park and recreational purposes shall be approved by the City Council and shown on the Final Plat.~~

D. Open Space Created by Clustering Not Included in Calculations,

~~Any open space created by clustering Units shall not be included in the calculator's for impact Fee credits or recreation space required. The provisions of this section are minimum standards. None of the paragraphs above shall be construed as prohibiting a developer from reserving other land for recreation purposes in addition to the requirements of this section.~~

E. Other Public Uses.

~~Except when an applicant utilizes a Master Planned Development concept in which land is set aside by the developer as required by this Code, when a tract to be developed includes a school, recreation uses, or other public use the space shall be suitably incorporated by the applicant into the Final Development Plan.~~

~~The Planning Commission shall refer the Final Development Plan to the public body concerned with acquisition for its consideration and report. The Planning Commission may propose alternate areas for such acquisition and shall allow the public body or agency thirty (30) days to reply. The agency's recommendation, if affirmative, shall include a map showing the boundaries and area of the parcel to be acquired and an estimate of the time required to complete the acquisition. Upon receipt of an affirmative report, the Planning Commission shall notify the property owner.~~

8-4-~~110~~100: PRESERVATION OF NATURAL FEATURES AND AMENITIES:

8-4-~~120~~110: INFILL AND FLAG LOT DEVELOPMENT IN RESIDENTIAL AND COMMERCIAL ZONES:



Parks, Open Space and Environment Element

Coalville City 2012 General Plan

What does this element do?

The parks, open space and environment element is in place to help create parks, preserve open spaces, and protect the natural terrain from hazardous conditions for the enjoyment and safety of the citizens of Coalville. An open atmosphere has always been an identifying characteristic of Coalville. It has perhaps been the primary factor that has drawn people to the area. A feeling of openness can continue amid residential and other development through the establishment of parks, trails and open space areas. **It is the city's desire to build a sufficient network of parks and open space, connected by a trail system that will contribute to the healthy, active lifestyles of the residents while also contributing to maintaining the historical feeling of openness.**

Parks, Open Space, and Environment Vision

Coalville will be a well-planned, small-town community with park facilities to meet the needs of a growing populace. **It will have trails that connect the neighborhoods of the city to regional trail systems, and the preservation of open spaces that will ensure the continuance of our unique natural setting.** The planned parks and open space will:

- Provide for adequate park facilities for current and future residents of Coalville.
- Create a trail system throughout the city that provides access to parks, open spaces, commercial and civic properties.**
- Preserve essential natural features while accommodating residential development.
- Mitigate natural hazards.



Parks, Open Space and Environment

Coalville City 2012 General Plan

Parks

Park space is an essential element of the quality of life for every community. Throughout the planning process, the need to improve, expand, and enhance park facilities has proven to be a high priority by both city officials and the public. There are approximately 21.3 acres of parks with additional land that can be improved. Much of which is owned by Summit County. As growth occurs city leaders will work to provide a wide variety of park facilities, while balancing community funds and resources. Coordination with the County and North Summit Recreation District will be essential to success.



The North Summit County Recreation District is currently exploring the option of building a new recreation center to serve the area. Coalville is the likely location for such a facility and will work closely with the district and county to ensure the recreational needs of citizens are met in a responsible manner.

Due to its size and location, Coalville has always been a hub of activity and recreation to North Summit County. Good transportation facilities, access to services and proximity to Echo Reservoir and other opportunities draw visitors on a regular basis. Moving forward, the city should maximize these opportunities by promoting the expansion and enhancement of recreational facilities and the services provided within the community.





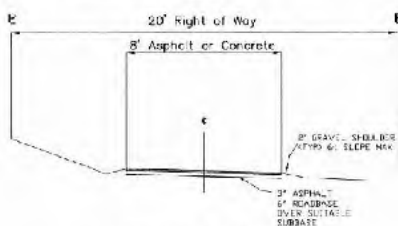
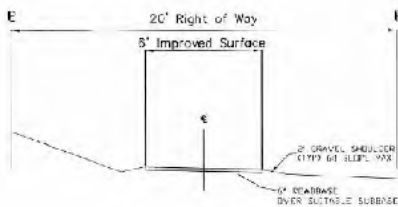
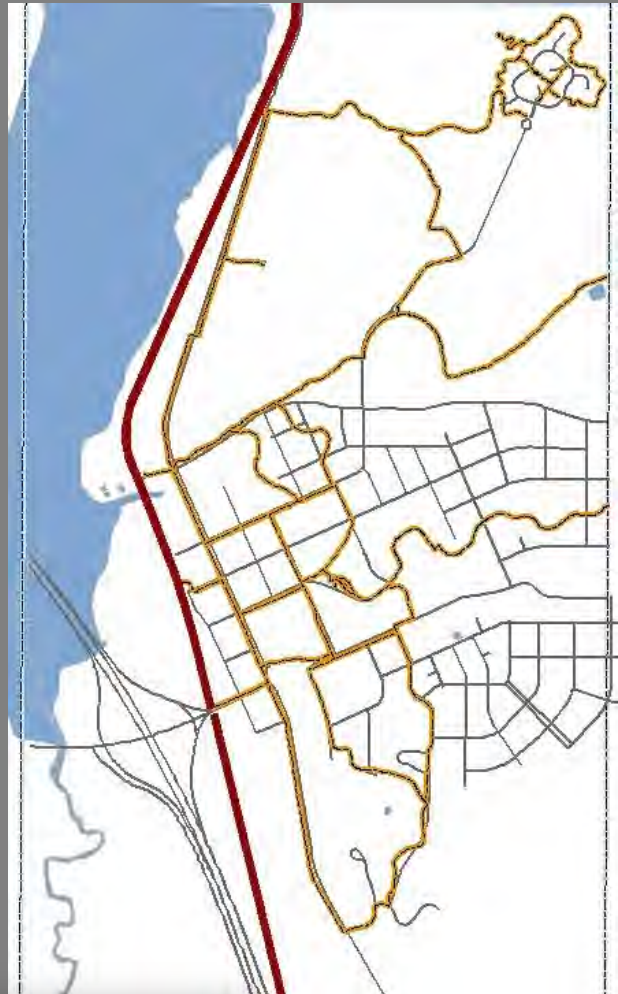
Parks, Open Space and Environment

Coalville City 2012 General Plan

Trails

City residents have expressed a strong interest in developing trails throughout the community as a valuable amenity for recreation and transportation. Trails along roads, waterways, hillsides, and canals offer residents and visitors, walkers, runners, cyclists, and equestrians safe routes for exercise and transportation separate from the ever-increasing amount of vehicular traffic on local streets.

As more of the city is developed, opportunities for providing continuous inter-connected trail corridors are diminished. For this reason, the city has developed a Master Trails Plan and Trail Design Standards to address the issue of trail development by making it a required step in the land planning process, before available trail corridors are lost. The city is committed to making trail development an integral part of ongoing planning reviews, to provide a valued community amenity.





Parks, Open Space and Environment

Coalville City 2012 General Plan

Open Space

Coalville is characterized by valuable open space resources that contribute to the community's character and overall quality of life. While residents expect that real estate development will occur as population increases, they would like to see their rural heritage conserved for the enjoyment of future generations.



It is often difficult for cities to provide a clear definition of open space, yet one is necessary to achieve the goals of Coalville and its residents. In many cases these lands are unfit for development. **As development occurs, the city will work with land owners to conserve these valuable spaces while creating beautiful, well planned places to live, work and play.** The overriding, guiding consideration should be on preserving and enhancing the natural resources and environment whenever possible and carefully integrating man's works with nature.

Prime Areas for Open Space Preservation
Water quality areas (watershed and well protection areas, springs, drainages, streams)
Slopes 20% or greater
Ridge lines
Known geologic hazards (faults, landslide areas, avalanche zones, etc.)
High value or critical wildlife habitat areas and corridors
Public lands
Significant rural/mountain viewsheds,
Community/recreational facilities and trails
Future recreational locations should be identified on the city's park/open space map
Areas of rich vegetation/large trees
Agricultural lands, including farms/ranches, and their prime soil areas and fields
Ancillary agricultural facilities and corridors (canals/ditches, herding corridors, etc.)
Access points to lands historically used for providing access to public lands
Existing open space within developed areas
Intercommunity corridors and buffers



Parks, Open Space and Environment Goals, Objectives, and Policies

Goal #1 “Provide facilities and opportunities in the community for a balanced recreational program of physical and cultural activities for the residents of Coalville City”

Objective 1

“Maintain the master recreation plan for the city which identifies the current and future parks and recreational facilities to accommodate the existing and future growth of the community . ”

POLICY 1: Coordinate and participate with Summit County and North Summit School District for cooperation of recreational planning within Coalville City particularly with the planning and development of the county fairgrounds and recreation complex and joint use facilities.

POLICY 2: Ensure that City parks, buildings, land and recreational facilities are useful and attractive.

POLICY 3: Park and recreational facilities should be planned and designed to meet their proposed purpose and contribute to the design theme of the community.

POLICY 4: Apply the park area standards of the Development Code to new development applications as a condition of final approval to obtain park areas and recreational sites to accommodate new growth.

POLICY 5: Maintain a Capital Improvements Program (CIP) which incorporates a funding program for the construction of improvements to the City's recreational system.

POLICY 6: Identify, pursue and utilize all funding sources and development techniques that are available for park acquisition and development.

POLICY 7: Promote and solicit the donation of land, recreation and park equipment by private and corporate organizations and recognize their support.

POLICY 8: Protect park and recreation areas from incompatible developments and uses on adjacent properties.



Goal #2 “Environmental resources of the city should be protected including water quality, air quality, wildlife habitat, scenic quality, hillsides, ridge lines, prime agriculture land, open space, soils, vegetation, wetlands, riparian corridors and flood plains.

Objective 1

“Protect all of the environmental and natural resources of the City by requiring development to occur in a manner and location which preserves sensitive environmental lands.”

POLICY 1: Prohibit any development, except antenna structures, on mountain hill sides and ridge lines that allows a structure to protrude into the sky line, as viewed from all major public roadways.

POLICY 2: Prohibit any development in wetlands, unless appropriate mitigation is approved by the jurisdictional governmental agencies.

POLICY 3: Prohibit development or construction below any historic high-water line of all streams and rivers or whenever it will significantly alter the natural drainage patterns of the land. Development in a flood plain is strongly discouraged and if occurs shall specifically comply with all applicable Federal Emergency Management Agency regulations.

POLICY 4: Minimize the impact of major development within any critical wildlife winter ranges, birthing areas, or migration corridors.

POLICY 5: Prohibit any development or construction on any natural slope that is 30 percent or greater.

POLICY 6: Prohibit any development on lands which, based on reliable evidence, is found to be unsuitable for the activity due to inadequate soil conditions that have or can result in slide conditions or have evidence of erosion history.



Parks, Open Space and Environment

Coalville City 2012 General Plan

POLICY 7: Development that accelerates the erosion of soil, and thereby contributes significantly to stream sedimentation, will require special review and mitigation according to Coalville City Engineering and Design Standards.

POLICY 8: All development shall preserve the maximum amount of existing vegetation possible on a site. All undisturbed areas on any site containing sensitive lands and vegetation shall be designated prior to construction. The edge of disturbance areas shall be made to look as natural as possible. Straight line removal of vegetation is discouraged.

POLICY 9: Apply the Right to Farm provisions in the Land Use Management Code to protect existing prime agricultural operations and provide incentives for the continued production of prime agricultural lands.



Parks, Open Space and Environment

Coalville City 2012 General Plan

Goal #3 "Multiple-use trail and sidewalk systems should be expanded and constructed, particularly along the Chalk Creek Corridor, Rails-to-Trail, Main Street and within new developments."

Objective 1

"Trail systems are an important alternative form of transportation and should be planned for Coalville City as part of a trails master plan."

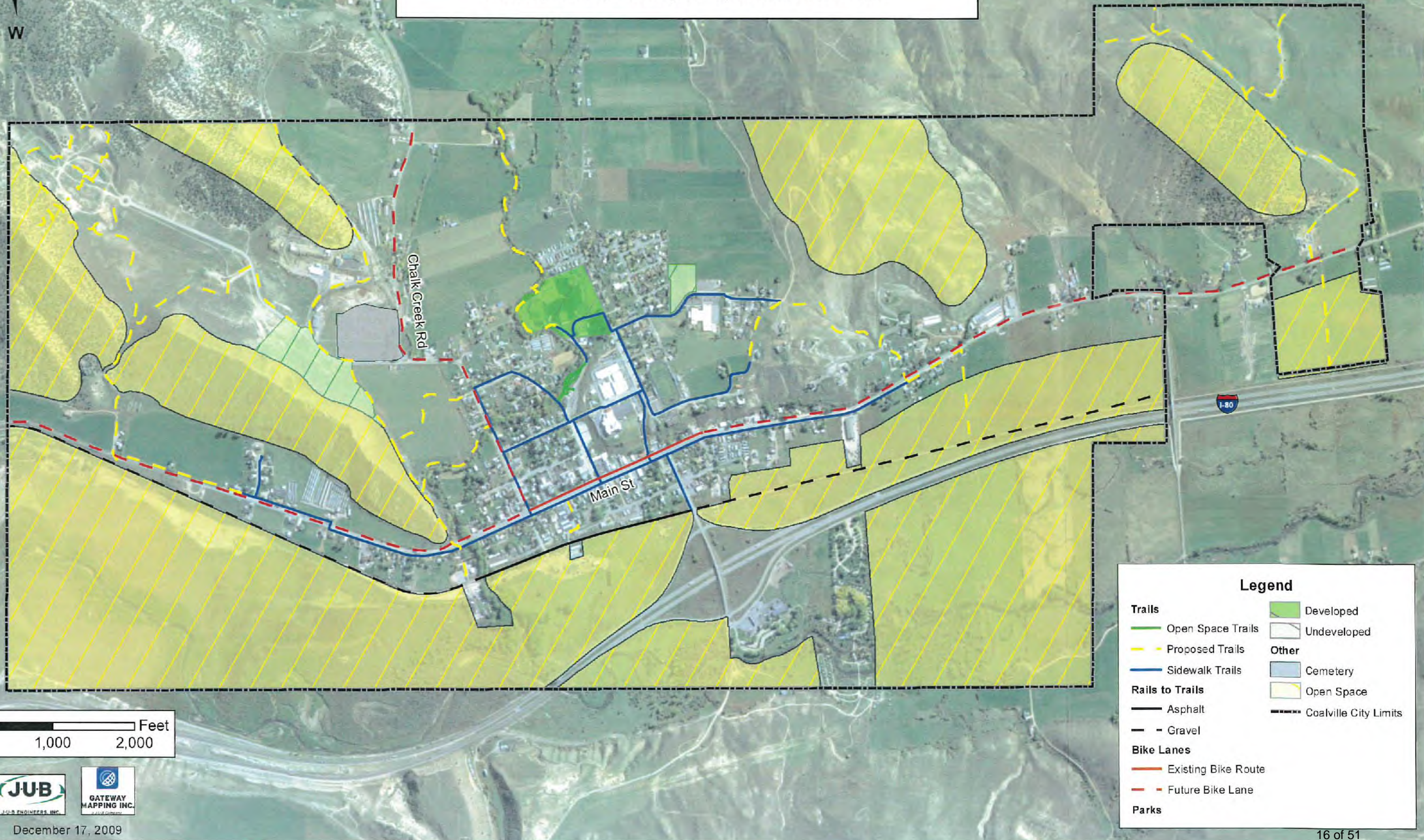
POLICY 1: A Chalk Creek corridor trail should be identified and planned for as a part of this general plan. This trail should tie into the existing Rails-to-Trail and main street sidewalk system.

POLICY 2: All future major developments shall be planned with trail linkages to the Chalk Creek Corridor, Rails-to-Trail, and Main Street Sidewalk System.

POLICY 3: All new development will conduct pedestrian impact analysis studies and design and construct trail infrastructure to meet residents needs.



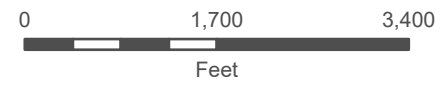
Coalville City Municipal Corporation
Parks, Trails, and Open Space Master Plan



Zoning Map

Coalville City, UT

June 2021












**THE
LANGDON
GROUP**
a JCB Company



**GATEWAY
MAPPING
INC.**
a JUB Company

OTHER J-U-B COMPANIES



-  Community Commercial (CC)
-  Highway Commercial (HC)
-  Light Industrial (LI)
-  Agricultural (AG)
-  Residential Agricultural (R-A)
-  Low Density Residential (R-1)
-  Medium Density Residential (R-2)
-  High Density Residential (R-4)
-  Very High Density Residential (R-8)



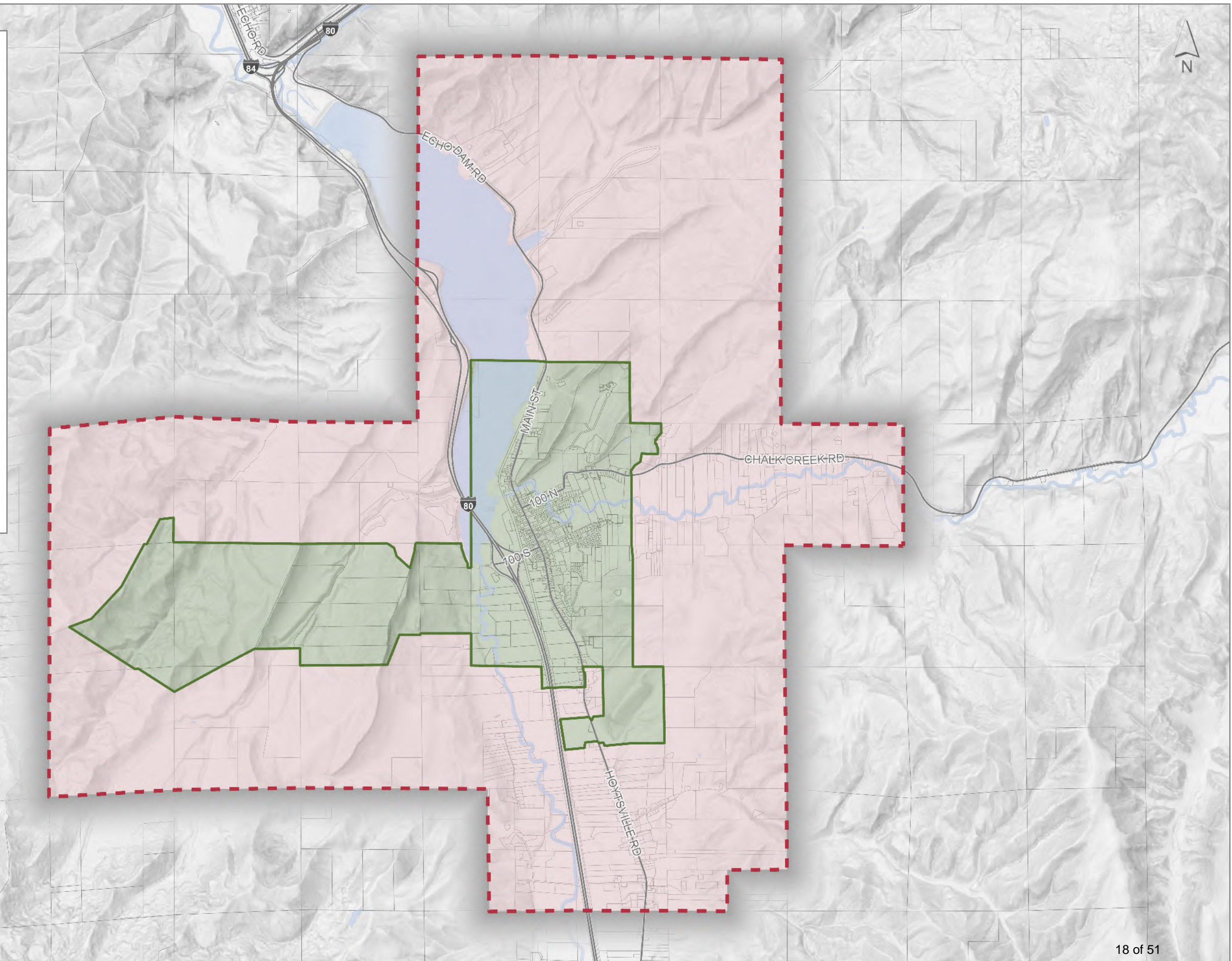
Annexation Declaration Boundary

Coalville City, UT

January 2019

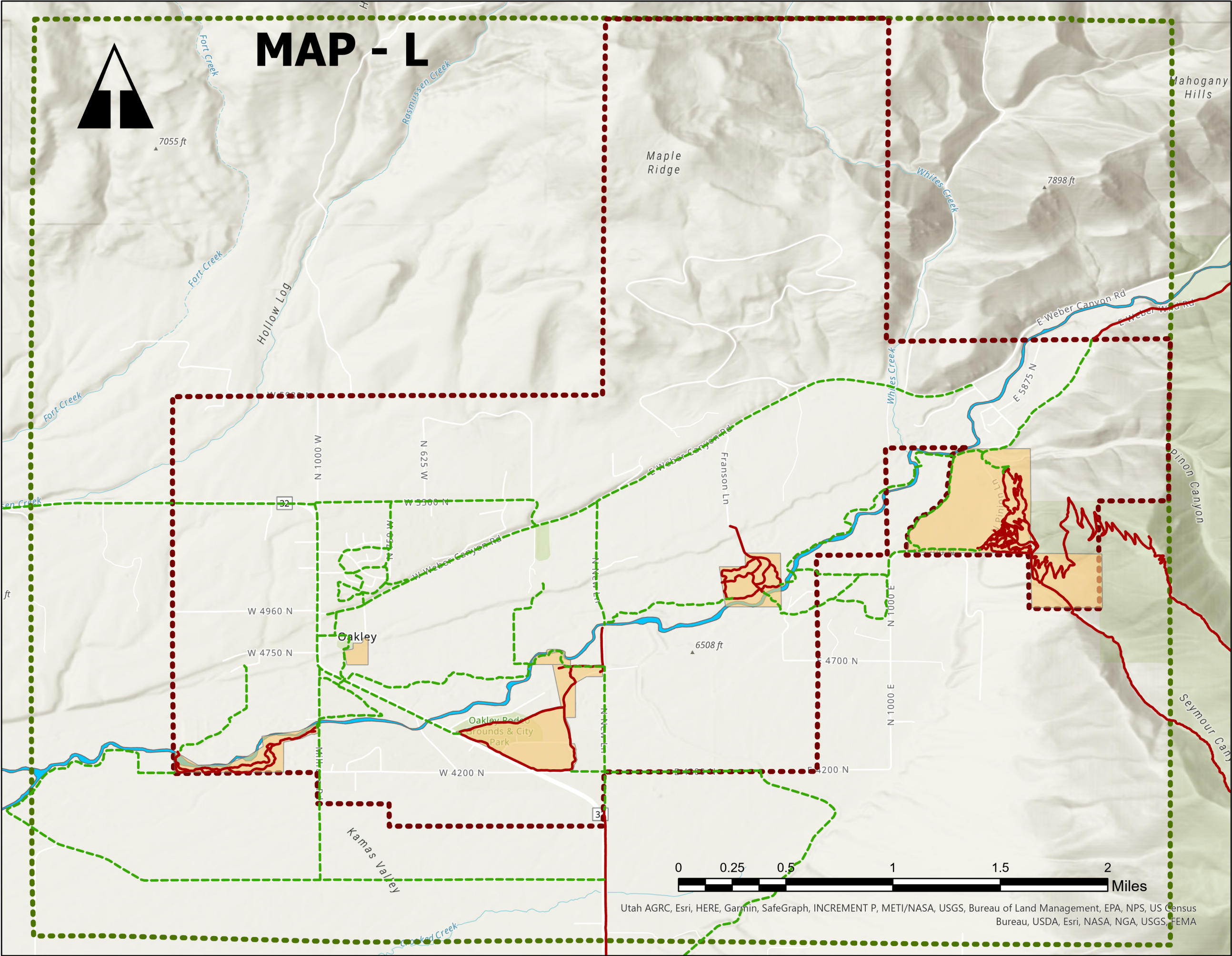
-  Annexation Declaration Boundary
-  Coalville City

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Miles



ATTACHMENT B

Additional Resources Reviewed and Considered



The General Plan Maps of Oakley City

Trails, Parks, & Open Space

The Maps Which Define
Oakley's Geography and
Guide Future Planning

- Parks and Trails**
- Trails_Proposed
 - Trails
 - Parks and Open Space
 - Municipal Boundaries
 - Annexation Declaration
 - Weber River

All proposed trail locations shown are conceptual and do not necessarily follow any particular property. The intent is to describe a Trail Master planning corridor or route, as well as a destination. Final courses will be determined through development agreements and negotiations with relevant property owners.

NOTE: All information and data on this map is for planning purposes and may be subject to field or source verification by Oakley City in actual project reviews.



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06/04/2013

Concerning Property Values and Bicycle, Jogging and Running Trails

Summary

**“Trails are the most desired community amenity
that homeowners seek when buying a home. “**

National Association of Home Builders, 2008

This type of trail or path is considered an *amenity*, something that increases the attractiveness and value of real estate or of a residential structure. Proximity to this type of trail is commonly used in real estate sales materials.

The actual increase in property value associated with this amenity varies with:

- The distance to trail or path (abutting or being crossed by is most valued)
- The aesthetic quality of the property the trail or path passes through (water edge higher)
- Commuting value for the prospective employed buyer
- Local prices, generally
-

Brown County, Wisconsin 1998: + \$ 9,200

<http://fyi.uwex.edu/winnebago/cn/files/2012/08/BrownCountyPlanningCommission.pdf>

Delaware, 2006: +\$8,800

Project Report for Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas, prepared for Delaware Center For Transportation and The State of Delaware Department of Transportation by David P. Racca and Amardeep Dhanju, Center for Applied Demography & Survey Research, College of Human Services, Education, and Public Policy University of Delaware, Newark, DE 19716, November 2006

http://www.ce.udel.edu/dct/publications_files/Rpt.%20188%20Bike%20Paths.pdf

Ohio 1999: Closer to trail, easier to sell

Little Miami Scenic Trail Economic Study, Pflum, Klausmeier, & Gehrum Consultants, Inc.
1892 Georgetown Road Hudson, Ohio 44236, August 1999

<http://www.google.com/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=3&ved=0CFEQFjAC&url=http%3A%2F%2Fwww.americantrails.org%2Fresources%2F Economics%2F LittleMiamiEcon.doc&ei=qxSuUf-BI6PEyQH2q4DoAg&usg=AFQjCNFNsoKKSixAuBZJYINI76U-9KEX3g&bvm=bv.47244034,d.aWc>

Ohio, 2008: Each foot from trail decreases property value by \$7.05.
The Impact of the Little Miami Scenic Trail on Single Family Residential Property Values,
Division of Research and Advanced Studies of the University of Cincinnati, Duygu Karadeniz,
2008.

<http://etd.ohiolink.edu/send-pdf.cgi/KARADENIZ%20DUYGU.pdf?ucin1211479716&dl=y>

Ohio 2011: If within 1000 feet of trail, + \$9,000

New Research Finds that Homeowners and City Planners Should 'Hit the Trail' When Considering Property Values, <http://www.uc.edu/news/NR.aspx?id=14300> ,

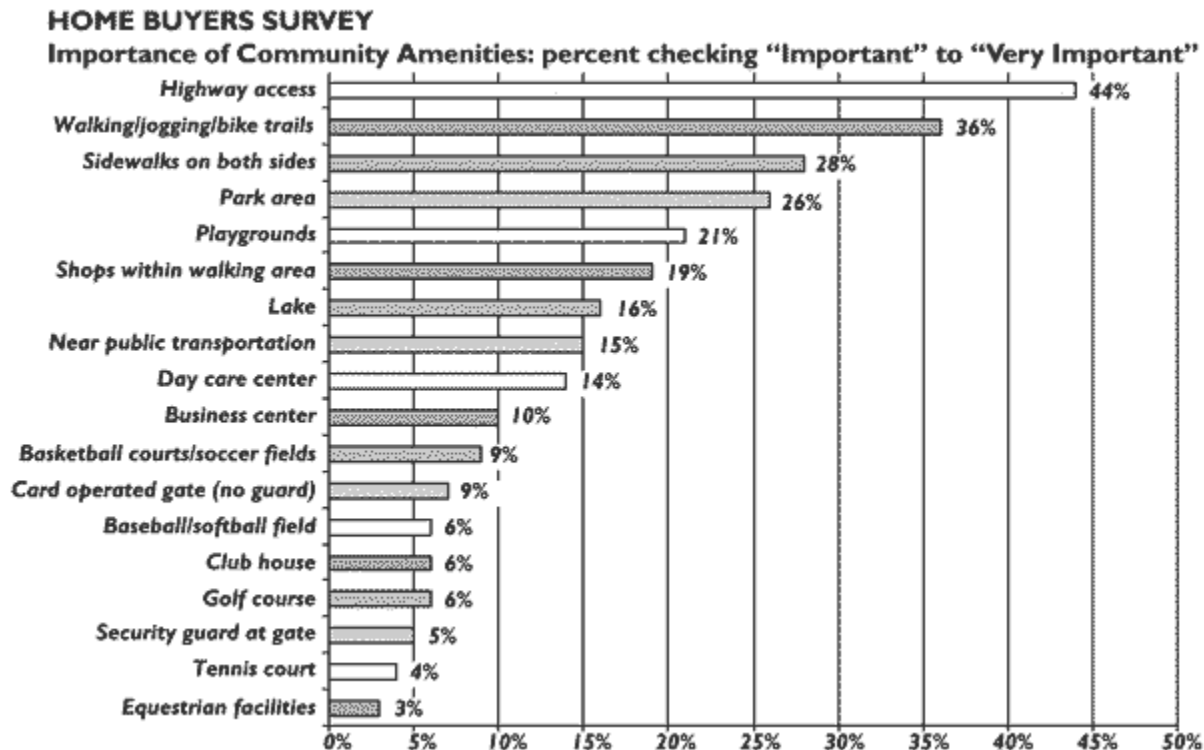
<http://www.theatlanticcities.com/commute/2011/10/how-much-bike-trail-worth/382/>

General article on benefits:

<http://www.americantrails.org/resources/economics/economic-benefits-trails-macdonald.html>

"In a 2002 survey of recent home buyers sponsored by the National Association of Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices."

http://www.elcr.org/resources/resc_9.pdf



<http://www.americantrails.org/resources/benefits/homebuyers02.html>

Want to research this? Here is the Google search string for the words:
walking biking paths property values

https://www.google.com/search?sourceid=navclient&aq=&og=walking+biking+paths+property+values&ie=UTF-8&rlz=IT4GGNI_enUS526US526&a=walking+biking+paths+property+values&gs_l=hp...0.0.0.12204.....0..mJK0e8KdxM



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May

The Impact of Trails and Greenways on Property Values

April 23, 2020, Department, by John L. Crompton, Ph.D.

Finance for the Field

For an enhanced digital experience, [read this story in the ezine.](#)

In 1989, the President's Commission on Americans Outdoors recommended the nation develop a system of recreational corridors: "Fingers of green that reach out from and around and through communities all across America." They called for a "prairie fire of local action" to implement the vision.



Three factors came together to create a “perfect storm,” which ignited that vision.

First, Congress was concerned the dramatic contraction of active rail lines from their peak of 254,251 miles in 1916 to 141,000 miles by 1980 was resulting in a loss of land corridors — which preempted any future reactivation that may be desired for military or mass transportation purposes. Consequently, in 1983 to preserve the corridors for potential future transportation uses, Congress amended section 8(d) of the National Trail Systems Act (often called the Railbanking Act or the Rails-to-Trails Act) to preserve established railroad corridors for interim trail and future rail use. This legislation spurred an extraordinary surge in trails.

The lack of funding needed to compensate adjacent landowners and to pay for the cost of transitioning rail line beds to hike-bike trails was a barrier to realizing the potential of the railbanking provision. The second element in the “perfect storm” was the 1992 federal Transportation Bill. This included a component that funded nontraditional projects that enhanced the existing transportation infrastructure. The funds provided up to 80 percent of the cost of a project, so local and state entities were required to finance only 20 percent of the cost. This offered a strong incentive for local trail initiatives. Similar enhancement funding has been included in every subsequent Transportation Bill.

The third factor emerged in the last quarter of the 20th century, when Americans became much more aware of the importance of exercise in maintaining good health. During the 1970s and 1980s, 25 million Americans took up running while many more engaged in regular walking. The most recent survey by the National Association of Homebuilders reported that walking/jogging trails ranked third or fourth among all homebuyer age groups as most desired local amenities on a list of 19. This reflects the growing prominence of trails in both the commuting and leisure dimensions of people’s lives.

Gauging Property Owners’ Perceptions

For the most part, the rationale underlying the proposition that trails and greenways may positively influence property values differs from that associated with parks. Unlike parks, any added property value is not likely to come from the views of nature or open space that a property owner enjoys, because in many cases, especially in urban trail contexts, there are no such vistas. Rather, any added value derives from access to the linear trail. It is a trail’s functionality or activity potential that is likely to confer added value, not the panorama of attractive open space.

In a recent article published in the *Journal of Park and Recreation Administration*, Sarah Nicholls, a professor in the department of business at Swansea University’s School of Management, and I reviewed findings of studies that evaluated the impact of trails on property values. Those conducted in the 1980s and 1990s relied on responses to surveys by people living next to trails.

Typically, they were asked two questions. First, did the trail increase or decrease their property's value? Opinion surveys from the 10 urban studies addressing this question reported that among 2,647 households residing proximate to 24 urban trails, only 6 percent perceived trails had a negative impact on their property. In contrast, 47 percent believed the trail increased their property's value.

Among the 1,212 proximate property owners along eight primarily rural trails, most perceived the trail did not influence their property's value. Again, only 6 percent reported a decrease, but the proportion perceiving an increase was much lower than along the urban trails (16 percent compared to 47 percent).

These findings were important because they strongly suggested that exposure to a trail after it has been open for a number of years led those most impacted to conclude that fears of negative financial repercussions associated with a trail are generally without merit.

Second, was the property likely to sell more quickly or more slowly because of its proximity to the trail? Responses were reflective of those to the first question. Among those residing proximate to urban trails, 62 percent perceived a sale would be faster and 8 percent slower, while the rural residents' responses were 29 percent faster and 9 percent slower.

Analyzing the Data

This approach had three obvious limitations. First, responses were subjective best guesses given by homeowners who, in many cases, had given little or no thought to the issue, and whose answers were not informed either by personal experience with recent market transactions or by knowledge of comparable sales transactions. Second, the sample sizes of these studies were small. Third, only one of the 18 studies appeared in a refereed journal, which means they may not possess the rigor that is expected in peer-reviewed social science research.

The emergence of much more advanced electronic technology in the late 1990s enabled these issues to be addressed by using more sophisticated research and statistical processes, and databases comprised of sales transactions. We identified 20 studies that investigated the impact of trails on residential property values. The results indicated that a small positive premium of between 3 percent and 5 percent was the most widespread outcome for a single-family home located next to a trail. However, there were outliers that suggested the premium might be as high as 15 percent in some cases, while in other contexts there may be a small negative impact.

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American Trails

filed under: economics of trails (/resources/query/?subCat=188685&news=1)

Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life

Compiled by Suzanne Webel, Boulder Area Trails
Coalition

Are trails safe? How do they affect property values of adjacent residents?

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These perennial issues have been the subject of a few studies which find that trails are quite benign in their social impact. The facts haven't stopped groups organized against rail trail development from trumpeting that the few instances of crime are proof that trails are unsafe.

Homeowners nationwide express the same concerns and fears about proposed trails in their neighborhoods. But studies in various parts of the United States seem to show that concerns about trails lowering property values and increasing crime are unfounded. In fact, trails have consistently been shown to increase (or have no effect on) property values, to have no measurable effect on public safety, and to have an overwhelming positive influence on the quality of life for trail neighbors as well as the larger community.



Cary greenway; photo by James Willamor

1. The Effect of Greenways on Property Values and Public

Safety; The Conservation Fund and Colorado State Parks, State Trails Program (1995)

"The study of Property Values and Public Safety was to determine what effect, if any, the presence of urban trails has had on public safety to property owners who live adjacent to a trail and on property owners who live within one block of a trail. The study also evaluated the level of public acceptance for urban trails and their effect on the quality of life in these neighborhoods...

"The need for the study arose due to concerns expressed by several different neighborhoods over the proposed construction of new trails. These concerns included fears that the presence of an urban trail might lower property values and also create a risk to public safety,

thus adversely affecting the quality of life in the neighborhood. These concerns are similar to concerns voiced in the past over proposed trails that are now established and accepted...."

Three Denver trails were studied in detail: "Data was collected in the summer of 1994 by telephone interviews of residents adjacent to or near to the trails, real estate agents who buy and sell homes in metro-Denver, patrol officers who work the trails, and biweekly surveys of the Denver Post Real Estate advertisements...."

Results of the survey show that "urban trails are regarded as an amenity that helps to attract buyers and to sell property. For residents of single family homes adjacent to a trail:

- 29% believed that the existence of the trail would increase the selling price of their home (and 43% said it would have no effect).
- 57% of the residents felt that the trail would make the home easier to sell (with 36% saying no effect).
- 57% of these residents had lived in their homes prior to construction of the trail
- 29% of those surveyed were positively influenced by the trail in their decision to buy the home.
- Results were similarly positive for residents who lived near but not adjacent to the trail..."

"Of the real estate agents interviewed:

- 73% believed that a home adjacent to a trail would be easier to sell
- 55% agreed that the home would sell for more than a comparable home from a different neighborhood
- 82% of real estate agents used the trail as a selling point
- 100% believed trails are an amenity to the community around it...

"No public safety issues could be directly linked to the trail. Only one resident interviewed was concerned with this issue, and none of the officers interviewed believed trails had any effect on public safety...."

"[In summary,] concerns that urban trails might adversely affect [sic] public safety and property value in surrounding neighborhoods are not substantiated by the results of this study. The effect of a trail is beneficial, rather than detrimental."

2. The Impact of the Brush Creek Trail on Property Values and Crime; Santa Rosa, CA, Michelle Miller Murphy, Sonoma State University, (1992)

"The purpose of this study was to determine what effect, if any, a bicycle/pedestrian trail has on property values and crime rates. Concerns by local property owners that proposed trails may negatively affect property values or increase crime prompted this survey. Due to its 9 year existence, the Brush Creek Trail, built along Brush Creek in Santa Rosa's Rincon Valley, was selected as the focus of this survey...."

"Seventy five residents were surveyed on how long they had lived in the neighborhood, how the trail has affected their overall quality of life; what effect the trail would have on selling their homes, what effect the trail had in their decision to buy their homes; how the trail has affected their privacy, and what problems, if any, they have had with crime caused by trail users. Additionally, interviews were conducted with apartment and mobile home park managers near the trail, real estate agents with listings adjacent to trails, and law enforcement agencies; fifteen other cities were contacted for information on surveys regarding the effect of trails on property values and crime..."

- 64% of respondents felt the trail increased the quality of life in the neighborhood, with another 13% saying "no effect"
- 33% said the trail would make their home easier to sell, with 49% saying "no effect"
- 23% said the trail would make their home sell for more, with 69% saying "no effect"

Of real estate agents:

- 19% said homes next to a public trail would sell for slightly more, with another 48% saying "no effect"
- 61% of real estate agents said they use proximity to trails as selling points

"The law enforcement agencies had no data to determine crime statistics; survey results from 15 other cities showed only a small number of minor infractions including illegal motorized use of the trail, litter, and unleashed pets.

"The study shows neither increased crime nor decreased property values due to trails. On the contrary, the most overwhelming opinion by residents along the Brush Creek Trail is that the trail/creek has a positive effect on the quality of life in the neighborhood."

3. Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors: a Resource Book (1990), Rivers and Trails Conservation Assistance, National Park Service;

This comprehensive volume includes studies from across the U.S., analyzed by impacts on Real Property Values, Expenditures by Residents (i.e. how people spend their leisure dollars), Commercial Uses, Agency Expenditures, Tourism, Corporate Relocation, Public Cost Reduction, Benefit Estimation, etc.

"The effect on property values of a location near a park or open space has been the subject of several studies... Many studies have revealed increases in property values in instances where the property is located near or adjacent to open spaces..."

A 1978 study of property values in Boulder, Colorado, noted that housing prices declined an average of \$4.20 for each foot of distance from a greenbelt up to 3,200 feet. In one neighborhood, this figure was \$10.20 for each foot of distance. The same study determined that, other variables being equal, the average value of property adjacent to the greenbelt would be 32% higher than those 3,200 feet away.

The same study revealed that "the aggregate property value for one Boulder neighborhood was approximately \$5.4 million greater than if there had been no greenbelt. This results in approximately \$500,000 additional property tax revenue annually. The purchase price of the greenbelt was approximately \$1.5 million. Thus, the potential increase in property tax alone could recover the initial costs in only three years."

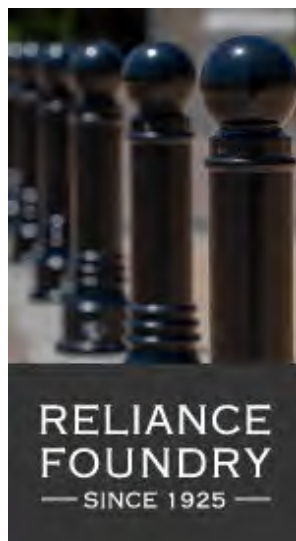
A different 1988 Boulder study found that "the public cost for maintaining non-open space, such as developed acres, was estimated to be over \$2,500 per acre, and could be as high as \$3,200 per acre when utilities, flood control, transportation, and subsidiary governmental entities' costs are included. The cost for maintaining open space in the City was only \$75 per acre, or less than three percent of the cost on non-open space..."

4. Effects of Three Cary Greenways on Adjacent Residents (1995), Lauren A. Tedder, University of North Carolina at Chapel Hill

"The purpose of this study was to determine if such problems plague the adjacent and nearby residents of three Cary, North Carolina greenways... a survey of those living near the three greenways was conducted. Respondents were asked questions designed to reveal their satisfaction with the greenway, their initial feelings toward the greenway, the frequency of problems they experienced, their use of the greenway, and their perceptions of the effect of the greenway on their property value.

"The results of the survey, which achieved a 75% response rate, supported the hypothesis that most residents feel satisfied with the greenways and that problems are minimal.

"Planners should take care to instill positive feelings among affected residents toward a proposed greenway by involving them in the planning process, educating them on the benefits of greenways, presenting data that refute their fears of perceived problems, and calming their greatest fears of crime through crime prevention efforts. Reducing the number of occurrences of the most commonly reported problems will require adapting greenways to specific circumstances. For example, noise and loss of privacy problems may be ameliorated by increased buffers between the greenway and home, while open wood rail fences may more clearly signify property lines and reduce trespassing."



(<https://www.reliance-foundry.com>)

Published September 01, 2000

More articles by this author

- Developing and Operating Water Trails at the Local, Statewide and Regional Levels (<https://www.americantrails.org/resources/developing-and-operating-water-trails-at-the-local-statewide-and-regional-levels>)

Measuring Trails Benefits: Property Value

How are trails related to property value?

Trails can be associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy. Trails, like good schools or low crime, create an amenity that commands a higher price for nearby homes. Trails are valued by those who live nearby as places to recreate, convenient opportunities for physical activity and improving health, and safe corridors for walking or cycling to work or school.

Price is not property owners' only concern. Legal, well-marked access eliminates problems with trail users trespassing. Research also shows that those who opposed a trail prior to construction generally find a trail to be a much better neighbor than they anticipated.

When trails increase property value, local governments receive more property tax revenue. Depending on the trail, this revenue boost can help to partially offset the trail's construction and maintenance costs.

Additional details on each of these topics, as well as other relevant research, are available at <http://headwaterseconomics.org/trail>.

Select Research Highlights

- In [San Antonio, Texas](#), neighborhood trails were associated with a two percent house price premium. Trails that were surrounded by greenbelts were associated with a five percent house price premium.¹
- In [southwestern Ohio](#), the Little Miami Scenic Trail is associated with higher property value in urban, suburban, and rural settings. Up to a mile away from the trail, for every foot closer to the trail, property value increase by about \$7. A home a half mile from the trail would sell for approximately nine percent less than a home adjacent to the trail.²
- In suburban [New Castle County, Delaware](#), homes within 50 meters of bike paths commanded a four percent price premium.³
- In rural [Methow Valley, Washington](#), homes within one-quarter mile of trails benefited from a 10 percent price premium.⁴
- Along a popular trail in [Austin, Texas](#), the price premium ranged from 6 to 20 percent, depending on whether the neighborhood had views of the greenbelt surrounding the trail and whether it had direct neighborhood access to the trail.⁵ This price premium translated to roughly \$59,000 per year in [additional tax revenue](#) or five percent of the annual cost of trail construction and maintenance.⁶



Photo: Future West

How to use this information:

This research is of interest to property owners adjacent to a proposed trail, residential developers who are considering incorporating trails in new subdivisions, and local government staff who want to understand trails' fiscal impacts.

This summary is one of several handouts describing the state of research related to the benefits of trails. The other summaries address:

- Public health
- Business impacts
- Quality of life
- Overall benefits
- Access

This series offers a succinct review of common benefits identified in the 130+ studies in Headwaters Economics' free, online, searchable **Trails Benefits Library**.

- In [Indianapolis](#), researchers found that a high-profile, destination trail was associated with an 11 percent price premium for homes within a half mile of the trail. Other trails had no price premium.⁷
- In [Seattle, Washington](#)⁸ and [upstate New York](#),⁹ adjacent property owners were concerned about trail-related crime before the trail was built. Researchers found no change in crime rate after the trail was built.

Methods

To measure the price premium attributable to proximity to trails, researchers use statistical models that compare the price of homes identical in all ways (e.g., size, age, number of bedrooms) except their distance from a trail. When this price difference is calculated over thousands of homes, researchers are able to estimate the average price premium for homes near trails.

Some research uses surveys to ask homeowners whether they believe the trail increases their property value and by how much. Due to the subjective and likely biased nature of these questions, conclusions from these surveys are unreliable. Careful statistical modeling provides more objective estimates.

Original studies and additional details on methods can be found in the Trails Benefits Library at <http://headwaterseconomics.org/trail>.

Contact

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*Research shows
that homes near
trails often have
higher property
value, with a
price premium
ranging from five
to ten percent in
most studies.*

Footnotes

- 1 Asabere, P. and F. Huffman. 2009. "The relative impacts of trails and greenbelts on home price." *The Journal of Real Estate Finance and Economics* 38(4): 408-419.
- 2 Karadeniz, D. 2008. *The Impact of the Little Miami Scenic Trail on Single Family Residential Property Values* (Unpublished Master's Thesis). University of Cincinnati School of Planning.
- 3 Racca, D. and A. Dhanju. 2006. *Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas*. University of Delaware, Delaware Center for Transportation Working Paper 188.
- 4 Resource Dimensions. 2005. *Economic Impacts of MVSTA Trails and Land Resources in the Methow Valley*. Methow Valley Sport Trails Association.
- 5 Nicholls, S., and J. Crompton. 2005. "The Impact of Greenways on Property Values: Evidence from Austin, Texas." *Journal of Leisure Research* 37(3): 321-341.
- 6 Crompton, J., and S. Nicholls. 2006. "An Assessment of Tax Revenues Generated by Homes Proximate to a Greenway." *Journal of Park and Recreation Administration* 24(3): 103-108.
- 7 Lindsey, G., Man, J., Payton, S., and K. Dickson. 2004. "Property values, recreation values, and urban greenways." *Journal of Park and Recreation Administration*, 22 (3): 69-90.
- 8 Zarker, G., J. Bourey, B. Puncocar, P. Lagerwey. 1987. *Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime*. Seattle Engineering Department Office of Planning.
- 9 Feeney, S. 1997. *The Mohawk-Hudson Bike-Hike Trail & Its Impact on Adjoining Residential Properties*. Schenectady County Department of Planning. Schenectady, NY.

It is common for developers to provide (and construct) trails and sidewalks as they know their property values and product demand will substantially increase by doing so, particularly in today's market.

The Wohali, Black Willow and Chalk Creek Estates developments are recent examples in Coalville.

Trails provide both physical and mental health opportunities to a community.

Homeowners nationwide express the same concerns and fears about proposed trails in their neighborhoods. But studies in various parts of the United States seem to show that concerns about trails lowering property values and increasing crime are unfounded. In fact, trails have consistently been shown to increase (or have no effect on) property values, to have no measurable effect on public safety, and to have an overwhelming positive influence on the quality of life for trail neighbors as well as the larger community.

"Trails are the most desired community amenity that homeowners seek when buying a home. "

National Association of Home Builders, 2008

15.17.080 Trails

Kamas

Any future trail system developed for the enjoyment and use by the public will be constructed within the twenty-five foot (25') landscape buffer required by this code. Kamas City will not be responsible for the construction or maintenance of any trail system.

HISTORY

Adopted by Ord. [2017-01](#) on 3/14/2017

13.23.250 Public Sites And Open Spaces

Okay

- A. Where a proposed park, playground, school, trail or other public use is shown in the General Plan, is located in whole or in part within a subdivision, the planning commission may require the dedication or reservation of such area.
- B. Where deemed appropriate by the planning commission, upon consideration of the particular type of development proposed in the subdivision, the planning commission may require the dedication or reservation of such other areas, the need for which is created by or added to by such development for schools, parks, and other neighborhood purposes.

service demand, etc.) of the previously approved master planned development. A minor amendment shall be processed as a Minor Permit.

- B. Major Amendment: A major amendment is defined as an amendment that increases square footage, density, or intensity (traffic or parking demand, service demand, etc.) of the previously approved master planned development. A major amendment shall be processed as a Master Planned Development.

8-6-060: MPD REQUIREMENTS

All applications for a master planned development shall meet the following minimum requirements. Additional project information necessary for the project analysis may be required at the discretion of the Community Development Director, Planning Commission, or City Council.

- A. Density: The maximum density permitted on the project site will be determined as a result of a site design, sensitive lands and infrastructure impact analysis. The maximum density shall not exceed that set forth in the proposed or existing zone, except as otherwise provided in this section.

- B. Deed Restricted Open Land: Deed restricted open land consists of land in a subdivision or MPD that is left natural, undeveloped or unimproved (except recreation areas) and is deed restricted for public or private purposes including agricultural production, scenic, historic, or cultural resources and active or passive recreational uses such as trails, parks, golf courses and similar uses.

1. Deed restricted open land does not include open areas in private individual residential lots, public roads, private roads, parking spaces and drive aisles in parking lots, outdoor storage areas and land covered by structures not designated for recreational use.
2. A base percentage amount of deed restricted open land is required in all master planned developments within each zone district as follows:

a. Agricultural Zone (AG)	20%
b. Residential Agricultural Zone (RA)	15%
c. Low Density Residential (R-1)	10%
d. Medium Density Residential (R-2)	10%
e. High Density Residential (R-4)	10%
f. Very High Residential (R-8)	5%
3. The City Council may consider a reduction in the base amount of deed restricted open land when the reduction results in the project advancing the goals, objectives and policies of the General Plan.
4. Where an MPD contains more than one (1) zone, the City Council may consider the location of deed restricted open land irrespective of zone boundaries to advance the project design or use, accessibility and quality

of the open land. This exception may only be considered if the project advances the goals, objectives and policies of the General Plan.

5. At the discretion of the City Council, Deed Restricted Open Land may be applied on different property better suited for restricted open land which is not associated with the proposed development and owned by the applicant.

C. Density Bonus: A density bonus may be permitted in accordance with the following:

1. Deed Restricted Open Land: In addition to the base requirement of an MPD, additional deed restricted open land is a requirement for the development of bonus density.
2. Bonus Density Calculation. If the proposed number of lots in an MPD is greater than the allowed base density, the applicant shall be entitled to the increased number of lots in excess of base density at a one-to-one percentage ratio of the amount of deed restricted open land being set-aside.

- a. The amount of bonus density is calculated by multiplying the base density by the percentage of deed restricted open land being set-aside, in addition to the base requirement of the MPD.

- b. The amount of the density bonus cannot exceed more than fifty percent (50%) of base density.

- c. The base density and minimum lot size in each zone for Master Planned Developments shall be as follows:

Agriculture Zone (AG)	1 Unit/20 Acres: 1-acre min.
Residential Agriculture Zone (RA)	1 Unit/5 Acres: 3/4-acre min.
Low Density Residential (R-1)	1 Unit/Acre: 1/2-acre min.
Medium Density Residential (R-2)	2 Units/Acre: 1/3-acre min.
High Density Residential (R-4)	4 Units/Acre: 1/4-acre min.
Very High Density Residential (R-8)	8 Units/Acre: 1/8-acre min.

- d. No more than fifty percent (50%) density bonus of the deed restricted open land may consist of sensitive lands.

Example Bonus Density Calculation for a ten (10) acre parcel in the R-1 Zone with 2 acres of sensitive lands:

R-1 Zone base density (1U/AC) = 10 lots/minimum lot size ½ acre.
10%(1 acre) base requirement + 20% (2 acres) deed restricted open land being set-aside = 2 bonus density lots.

50% of 2 acres of sensitive lands= 1 acre.

Total of 12 lots on 6 acres at ½ acre minimum size.

- D. Setbacks: The minimum setback around the exterior boundary of an MPD shall match the setbacks of the more restrictive/larger abutting zone setback. In some cases, that setback may be increased to create an adequate buffer to adjacent uses. The City Council may reduce or increase setbacks as determined by the overall density configuration, clustering, open land, and proposed product types within the development from those otherwise required provided the project meets minimum Building Code and Fire Code requirements.
- E. Building Height: The maximum building height for all structures within a master planned development shall not exceed the zone standard. The City Council may grant additional building height beyond the maximum zone standard up to forty five feet (45') based on demonstrated good cause, related but not limited to, structured parking, workforce housing, deed restricted open land, community outdoor common area improvements, superior architectural design or provision of community support services.
- F. Reduction of Minimum Lot Size Requirements: The City Council may reduce the minimum lot size specified in a zone (minimum 0.10 acre) for density purposes if it finds the proposed decrease in minimum lot size:
1. Improves the development site design;
 2. Results in the clustering of buildings or lots;
 3. Preserves contiguous open land and natural resources;
 4. Provides efficiency of infrastructure, and;
 5. Produces unique product type development.
- G. Off-Street Parking: Master planned developments shall meet the following off-street parking standards:

a. Residential uses:	
(1) Single family dwelling unit	Minimum 2 spaces/unit
(2) Duplex dwelling unit	Minimum 2 spaces/unit (total of 4/building)
(3) Accessory dwelling unit	Minimum 1 space/unit
(4) Guest house	Minimum 1 space/unit
(5) Multi-unit (3 or more units)	Minimum 1 space/unit

CHAPTER 6

PARKS AND RECREATION IMPACT FEES

BACKGROUND

The Impact Fees Act allows cities and towns to charge impact fees for "parks, recreation facilities, open space and trails,"³¹ as long as there exists a reasonable relationship between the fees imposed and the needs generated by new development [Utah Code 11-36-102 (12)(f)]. Parks and Recreation impact fees are implemented by a City in order to sustain the current Level of Service ("LOS"), not to increase it. Therefore, it is important to identify the parks & recreation level of service standards to ensure that the capacities of projects financed through impact fees do not exceed the established standard.

EXISTING PARK FACILITIES

Coalville City has 21.3 acres of park facilities. However, the City owns only 3.3 acres of the total park land; the remaining 18 acres are owned by Summit County.

Figure 6.1

PARK FACILITIES	
	Acres
Fair Complex (County-owned)	16
Entryway Park (County-owned)	2
Park Land (City-owned, unimproved land)	3.3
Total	21.3

Therefore, only 3.3 acres can be used in establishing the city-owned park standard – the level of service that can be used in establishing impact fees. With a 2007 population of 1,567 persons and 3.3 park acres, the City has a de facto park standard of 2.11 developed park acres per 1,000 population and 3.592 trail miles per 1,000 population. The value per acre of existing facilities, including land and improvements, is \$253,513 whereas the trails value per mile is \$112,530.

$$3.3 \text{ developed acres} / (1,567 / 1,000) = 2.11 \text{ developed park acres per 1,000 population}$$

$$5.62 \text{ trail miles} / (1,567 / 1,000) = 3.592 \text{ developed trail miles per 1,000 population}$$

GROWTH IN PARKS AND TRAILS DEMAND

Park demand comes from residential, not commercial growth. Coalville City has a current population of 1,567, with an estimated buildout population of 11,500 – an increase in population of 9,933 persons.

³¹ Utah Code [11-36-102(12)(g)]

This population growth will result in the demand for an additional 20.96 acres of parkland, if the existing city-owned level of service is to be maintained.³²

The existing trails standard is 5.62 trail miles per 1,000 persons. Given population growth of 9,933 persons, Coalville City will need an additional 35.66 trail miles in order to maintain the current level of service.³³

COST OF FACILITIES NEEDED

The additional 20.96 acres of parkland (unimproved) are estimated to cost \$1,676,800 (\$2008).³⁴ This cost does not include any improvements to the land because the existing park land owned by Coalville City does not include any improvements. Therefore, new development cannot be expected to make up this deficiency and pay for a higher level of service than what currently exists.

The additional 35.66 trail miles are estimated by cost \$10 per linear foot (not including land costs),³⁵ for a total of \$1,882,848, calculated by multiplying the 35.66 miles by 5,280 feet per mile, multiplied by \$10 per foot.

PROPORTIONATE SHARE ANALYSIS

The additional park costs of \$1,676,800 should be divided equally among the new growth of 9,933 persons for a per capita park cost of \$168.81 per person. The additional trails cost of \$1,882,848 should also be divided equally among the 9,933 increased population for a per capita trails cost of \$189.55 per person. The total per capita cost for parks and trails is \$358.36, plus costs for professional services, for a dwelling unit cost of \$1,065.81 (assuming an average household size of 2.97 persons).

Figure 6.2

PROPORTIONATE SHARE ANALYSIS	
Parks	
Park Acres per 1,000 population	2.11
Additional Acres Needed	20.96
Cost per Acre	\$80,000
Additional Cost	\$1,676,800
Population Growth	9,933
Cost per Capita	\$168.81
Trails	
Trail miles per 1,000 population	3.59
Additional Miles Needed	35.66
Cost per Mile	\$52,800
Additional Cost	\$1,882,848
Population Growth	9,933

³² Calculated by multiplying the current parks standard of 2.11 park acres by the increased population of 9,933 persons, divided by 1,000 – $(2.11 * (9,933/1000))$.

³³ Calculated by multiplying the current trails standard of 3.59 miles by the increased population of 9,933 persons, divided by 1,000 – $(3.59 * (9,933/1000))$.

³⁴ Based on an estimated \$80,000 per acre.

³⁵ It is assumed that easements for trail land can be obtained as a condition of development approval, and therefore no land costs for trails have been included in this analysis.

PROPORTIONATE SHARE ANALYSIS	
Cost per Capita	\$189.55
Totals - Parks and Trails	
TOTAL per Capita	\$358.36
Professional Costs per Capita	\$0.50
Total per Capita	\$358.86
Average Household Size	2.97
Per Household Impact Fee	\$1,065.81

CREDITS AGAINST GROSS IMPACT FEE

There are no bonds outstanding to pay for parks and trails facilities. Therefore, no credits need to be made against the gross impact fee for future bond payments.

OTHER CREDITS

At the discretion of the City, a developer may choose to donate infrastructure, labor or supplies for the building of capital facilities in lieu of the above impact fee or a portion thereof, as long as the donation is consistent with the City's plans for parks and trails development. The City would determine if a potential donation would meet City needs for infrastructure and the fair market value of such a donation to the city.

ATTACHMENT C

Recommended Updated Development Code Language

DRAFT 07/12/21

8-4-080: PARKS, TRAILS and OPEN SPACE: All required parks, trails/sidewalks and open space are subject to approval of the City consistent with the Coalville City Parks, Trails and Open Space Master Plan and the applicable Coalville City Engineering Standards and Construction Specifications, incorporated herein by reference. All required open space shall be provided by the developer and all required park and trail/sidewalk improvements shall be constructed and paid for by the developer.

Commented [DS1]: This Section 8-4-080 replaces existing Sections 8-4-080 and 8-4-100 of the development code.

A. Parks. All developments including residential subdivisions, master planned developments and commercial or industrial projects require land to be reserved, and improvements installed for parks and playgrounds or other recreation purposes in locations identified in the Coalville City Parks, Trails, and Open Space Master Plan. Each reservation shall be of suitable size, dimension, topography, and general character, have adequate access, and benefit the development and surrounding residents. The area shall be shown on the subdivision plat or development site plan. The developer shall also be required to install improvements to the recreation areas which directly benefit the development. All improvements shall be built to City specifications.

Payment of a fee to the City in lieu of reserving land and installing improvements may be considered in unique circumstances, as determined by the City, including property location, lack of access or need for parks or other recreational facilities. The fee-in-lieu amount shall be determined from a cost estimate of reserving the required land and installing the associated improvements.

1. Required Park Area. The number of acres to be reserved using level of service standard of five (5) acres per one thousand residents or typically five (5) acres per two hundred fifty (250) dwelling and other units or lots. This calculation equates to eight hundred seventy-one (871) square feet per single family dwelling unit or 3,000 square feet of an equivalent residential unit (ERU) for all other units including but not limited to rental units and commercial or industrial buildings.
2. Dedication of Recreation Areas. The developer shall dedicate all recreation areas and facilities to the City as a condition of final subdivision plat or development site plan approval. If the applicant provides recreational facilities solely for the use of the residents of the development, the facilities shall be privately maintained by the development and not dedicated to the City.

3. Easement Area or Fee-in-Lieu of Provisions. In certain circumstances, such as property location, land characteristics, existing surrounding recreational areas and facilities, or other factors the City determines to be applicable, dedicated easement areas or payment of a fees-in-lieu may be preferable to on-site land reservations for parks and recreational facilities.
 4. Minimum Size of Park Areas and Recreational Facilities. In general, land reserved in all subdivisions or other developments for recreation purposes shall have an area of at least one (1) acre. When the proposed area would create less than one acre, the City may require that the recreation area be located at a suitable place on the edge of the development so that additional land may be added at the time adjacent land is developed, in no case shall an area of less than one quarter (1/4) acre be reserved for recreation purposes. This smaller amount will be accepted only when it is on the edge of the subdivision or when the City determines that the reduced size will result in a functional and usable recreation site.
 5. Recreation Sites. Land reserved for recreation purposes shall be of a character and location suitable for use as a playground, play field, trails or for other recreational purposes, and shall be relatively level and dry; and shall be improved by the developer to the City standards. Such improvements shall be included in the performance guarantee for the development. All land to be reserved for dedication to the City for park and recreational purposes shall be approved by the City Council.
 6. Additional Recreational Areas or Open Space Reserved. The provisions of this section are minimum standards. None of the paragraphs above shall be construed as prohibiting a developer from reserving land for recreational or open space purposes in addition to the requirements of this section.
- B. Trails and Sidewalks.** Trails and sidewalks shall promote the expansion of the Coalville City trail and sidewalk network as illustrated on the City Parks, Trails and Open Space Master Plan. All subdivisions, master planned developments and commercial developments shall be designed with trail or sidewalk linkages to the Chalk Creek Corridor, Rails-to-Trail, Historic Main Street trail and sidewalk systems or other areas as applicable. An impact analysis shall be prepared by the developer addressing existing and future trail and sidewalk needs and opportunities.

1. Required Trails. The Coalville City Trails, Parks and Open Space Master Plan shows the existing and proposed future trails and sidewalks in the city. The future trails and sidewalks shown on the master plan are conceptual and are not required to be constructed until such time the property is considered for development. An easement and construction of the associated trail classification shall be required with all development applications, except for a building permit application not associated with a development application. Only an easement for the associated trail classification shall be required for a property being considered for a building permit application.
2. Location. Trails and sidewalks are to be generally located as shown on the trails master plan and shall provide a link to schools, recreation facilities, Historic Main Street, parks, other development areas and significant natural features, such as Chalk Creek, the Weber River, Echo Reservoir, ridgelines, rock outcroppings, cliffs, densely vegetated areas, and other similar features. In most cases trails separated from the road right of way are preferable. Sidewalks shall be located within the dedicated non-pavement right-of-way of all roads unless an alternate location has been specifically approved by the City. Preferably the sidewalks should be separated from the travel lane by a park strip.
3. Design Standards. Trails shall be related appropriately to topography, require a minimum of site disturbance, permit efficient drainage, and provide safe access. Walking and hiking trails, bike paths, and horse trails shall be provided by the developer consistent with the City Parks, Trails and Open Space Master Plan, the General Plan and the Engineering Standards and Construction Specifications as determined through the project review process.
4. Construction Standards. Trails and sidewalks shall be built to applicable City standards and specifications based on the classification of trail or sidewalk being constructed as identified on the Coalville City Trails, Parks and Open Land Master Plan. Easements for the applicable trail classification shall be dedicated for trails. Trails and sidewalks shall be constructed at the time of road construction, unless the City determines

Commented [DS2]: Need to include each trail classification construction drawing in the city engineering standards and specifications.

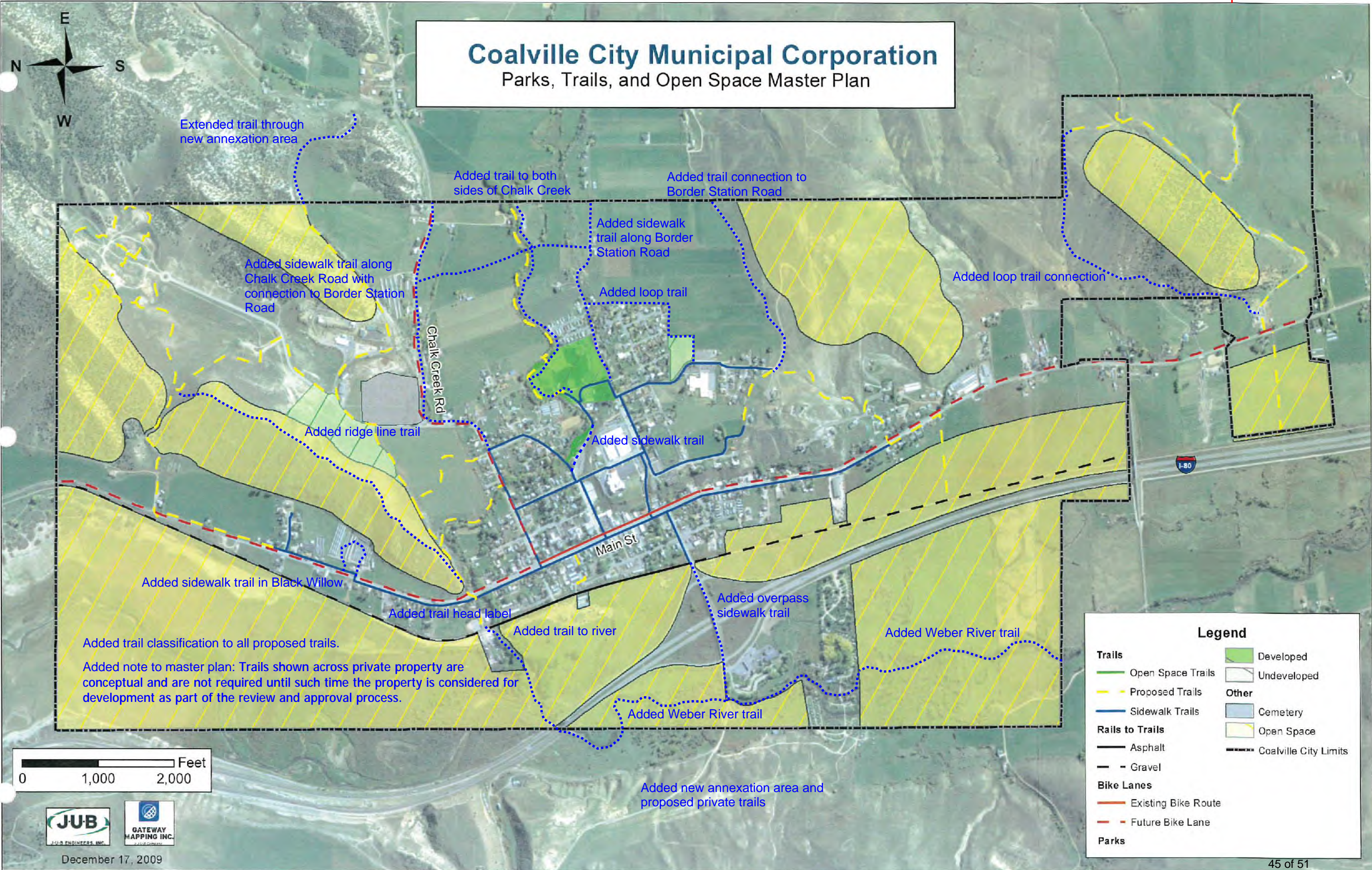
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otherwise through the development review process, in which performance security shall be required pursuant to the Code for all trail and sidewalk improvements. Sidewalks shall, at a minimum, be constructed of concrete at least four (4) inches thick, and six (6) inches thick through driveway approaches, and not less than five (5) feet in width.

- C. Open Land.** All Master Planned Developments (MPD), as set-forth in Title 8-6 shall provide and deed restrict open land that is left natural, undeveloped, or unimproved (except recreational areas) for public or private purposes. A base percentage amount of deed restricted open land is required for development within each zone district in accordance with Section 8-6-060:B of the Code.

ATTACHMENT D

Revised Master Plan with Descriptions



ATTACHMENT E

Recommended Updated Master Plan



Coalville City Municipal Corporation

Parks, Trails, and Open Space Master Plan

Future Class 2

Future Class 2 Future Class 3

Future Class 3

Future Class 3

Future Class 2

Future Class 2

Future Class I

Chalk Creek Rd

Main St

Rail Trail Trailhead

NOTE: Trails shown across private property are conceptual and are not required until such time the property is considered for development as part of the city review and approval process.

Future Class 3

Wohali Private Loop Trail

Legend

Trails

Existing Class 1

- Future Class 1

- Future Class 2

- Future Class 3

— Existing Sidewalk Trail

■ ■ ■ Future Sidewalk Trail

- Future Private Trail

Rails to Trails

— Asphalt

■ ■ ■ Gravel

Bike Lanes

— Existing Bike Route

■ ■ ■ Future Bike Lane

Parks

 Developed

Undeveloped

Other

 Cemetery

 Open Space Coalville City Boundary

□ Feet
000



J·U·B ENGINEERS, INC.



**THE
LANGDON
GROUP**
a HLB Company



**GATEWAY
MAPPING
INC.**
a MJB Company

OTHER J-U-B COMPANIES

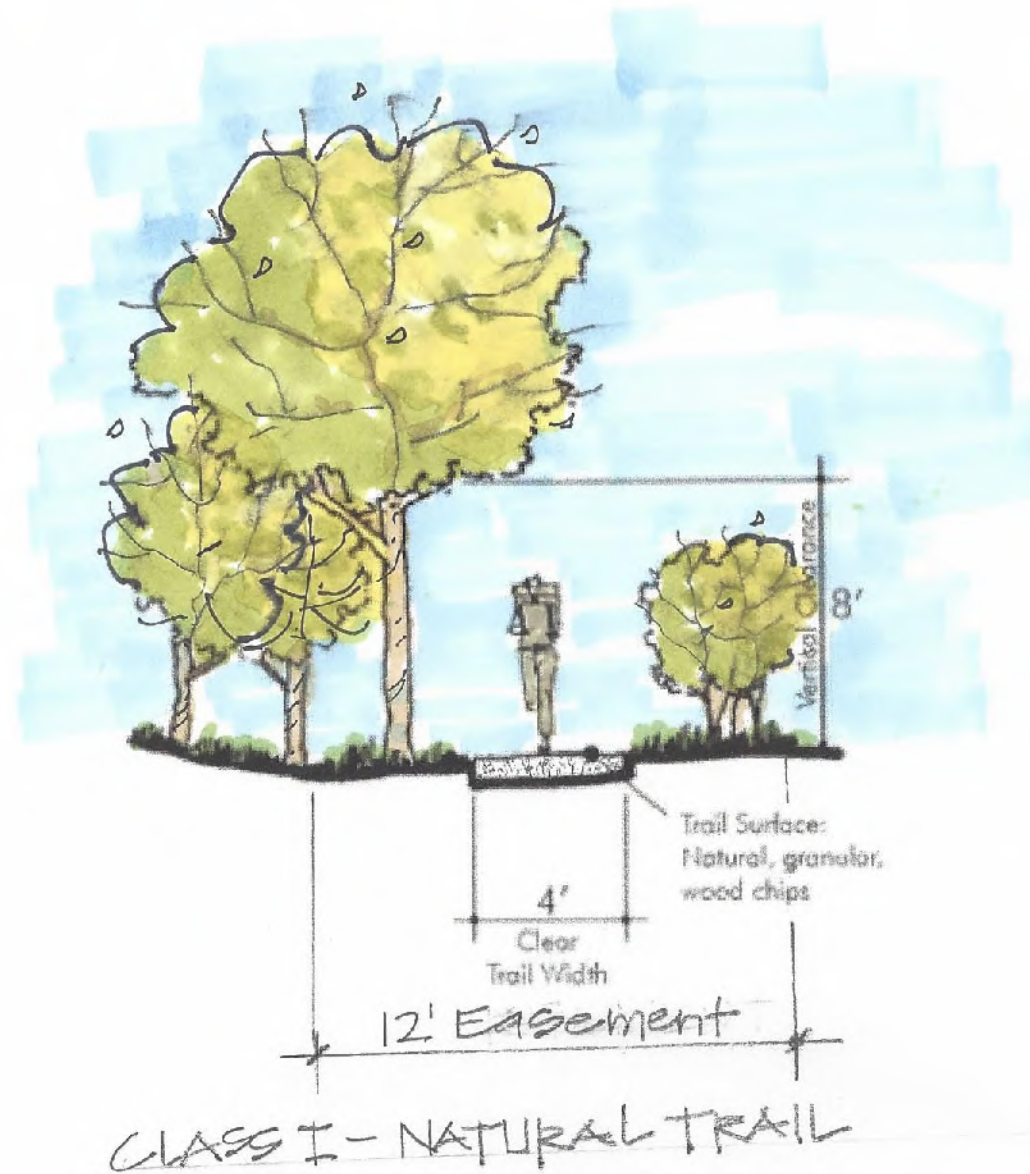
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ATTACHMENT F

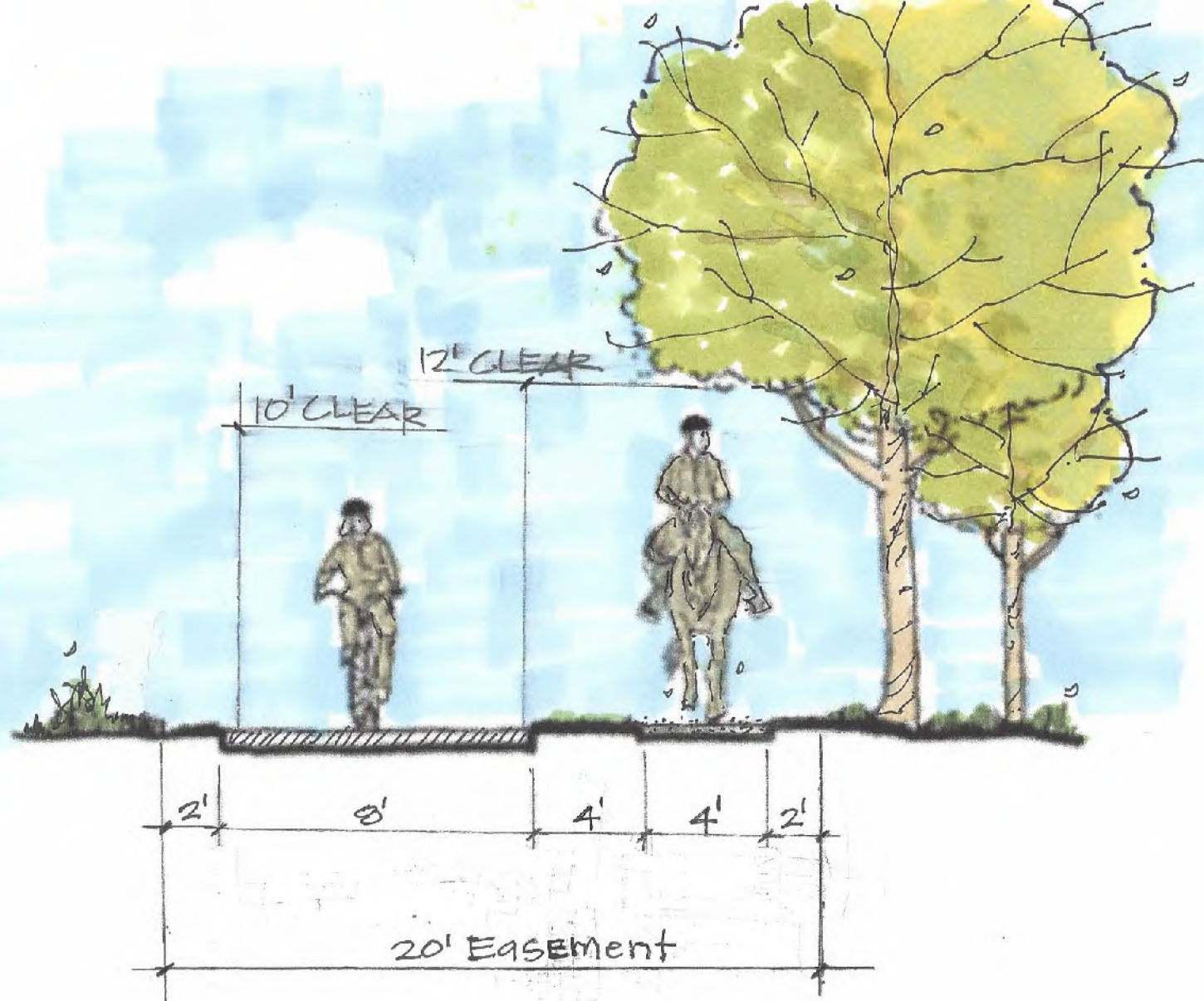
Recommended Trail Classifications

Recommended Trail Classifications





CLASS II - IMPROVED TRAIL



CLASS III - MULTI-USE TRAIL