Staff Report

Coalville City
Community Development Director

To:	Coalville City Planning Commission
From:	Don Sargent, Community Development Director
Date of Meeting:	August 15, 2022
Re:	General Plan Updates
Action:	Work Session

General Plan Updates

REQUEST: Review and discuss possible updates to the general plan. This item is scheduled for a continued work session to identify and discuss needed updates to the general plan elements.

BACKGROUND: The City Council directed Staff and the Planning Commission to address updates to the City General Plan.

Attachment A (page 2) includes the existing General Plan of the City for review.

Attachment B (page 54) includes initial redlines by Staff for review and consideration.

Attachment C (page 60) includes initial comments by Planning Commission Members for review and consideration.

ANALYSIS: As identified and discussed with review of development applications, several provisions of the City General Plan appear to be out of date and need to be revised consistent with the development code, recent state legislative bills. and direction of City growth and development. The last update to the general plan was over 10 years ago (May 4, 2012).

RECOMMENDATION: Staff recommends the Planning Commission review and discuss the general plan provisions, identify, and discuss needed updates, and provide Staff direction in revising the language for continued review and discussion.

ATTACHMENTS

- **A.** 2012 Existing General Plan
- **B.** Staff Redlines
- **C.** Planning Commission Comments

ATTACHMENT A

Coalville City
GENERAL PLAN

Adopted May 24, 2012

City Council / Mayor

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Andrea Hewson
Chris Brundy
Dave Vernon
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Planning Commission

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Mountainland Staff

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What is the General Plan?

The general plan is to be used as a guide for the decision-making process and should remain flexible enough to allow decisions to be made that are in the best interest of the community. The plan, if followed, will encourage economic growth without adversely impacting the overall character of the community. As a guide, it is important that the recommendations contained in this document are followed by the policy and decision-making organizations. Although this information must be considered as general, it represents an important perspective that will help direct future planning decisions. Land use decisions must be made on a case-by-case basis. These decisions must carefully consider how each use relates to the community's goals, objectives, and policies, as well as the Land Use Plan and its overall impact on adjoining properties.

Long-range stability will require a continuous effort by the city, property owners, and residents to maintain and improve all elements of the city. The city must assume responsibility for maintaining the public infrastructure, such as streets. Property owners and residents must assume responsibility for maintaining private property. Private property maintenance is the single, most important factor in evaluating the quality and desirability of a community. Zoning regulations, infrastructure improvements, etc. are only supportive to private property owners' maintenance responsibilities.

"A good plan is one that is understandable, supported, and used."

Compilation of the Plan

This plan is the result of a cooperative effort for the community's future. In September of 2009, a group of students from Brigham Young University, under the direction of Andrew Jackson, began working with the city to gather input from the public and from local officials through a community wide survey and a visioning exercise. Through the class's efforts, draft elements of a new general plan were presented to the city. At the same time Coalville requested the services of Mountainland Association of Governments(MAG) to help prepare a new general plan for the community. Funding was secured through the Community Development Block Grant and work began.

MAG staff collaborated with the City Council, Planning Commission and city staff to formulate goals, objectives and policies to create this General Plan in a form that would be most beneficial to the community. Affected entities from the surrounding areas were encouraged to provide information throughout the process. Additional public input and comment was obtained during a public open house, the required public hearings and all meetings in which the plan was developed.

This plan was created to guide future development and decisions. As Summit County continues to grow, Coalville should be well prepared and positioned to accommodate new growth while maintaining its unique rural identity.

Legislative Authority

The city Coalville in accordance with, Title 10 Cities and Towns, Chapter 9 Municipal Land Use Development and Management, Part 3 General Plan, of the Utah Code Annotated, has legally prepared and adopted the following general plan for Coalville.

Historical Setting

Located in a high valley of the Wasatch Mountains, Coalville City is generally bounded by the Weber River and interstate 80, Echo Reservoir, sandstone ledge rock outcroppings, and surrounding farmland. Chalk Creek divides the town north and south.

In the fall of 1858, William H. Smith, a freighter, hauling freight between Salt Lake City and Fort Bridger, Wyoming drove into the camp ground on Chalk Creek. He noticed that where wheat had been spilled it had taken root, grown and ripened. He thought that if wheat could be grown to maturity it would be a good location for a farm center. At first the settlement was called Chalk Creek, but after the discovery of Coal, the name was changed to Coalville.

About the time William H. Smith was discovering wheat was growing in Chalk Creek area, Thomas Rhodes, a roving hunter and trapper discovered outcroppings of coal. He had gone up on a high knoll at what is now known as Skunk's Point, to scan the country for game. He dug out samples of coal with his knife; took them to Salt Lake City, and presented them to the Mormon Prophet Brigham Young. Brigham Young had offered an ward of $1000.00 to anyone finding coal within 50 miles of Salt Lake City. Nothing seemed to have been done about it until in 1860 Brigham Young sent John Muir and Sam Fletcher out to investigate the discovery. They were camped in a large hawthorne patch at the forks in the canyon in Chalk Creek. While dressing in the morning, Fletcher saw a deer. He shot it, but only wounded it. Not wanting to lose it, he called to Muir to help him trail it. They trailed it over into Grass Creek, and came upon a ledge of rock standing higher than the surrounding country. Underneath the rock was a vien of coal ten feet thick. This mine was opened up on what is known as Lion's hill by Daniel H. Wells, Bryant Stringham and Stephen Taylor. It was called the Old Church Mine.

Joel Lewis, H.B. Wilde, and Andrew Johnson were the first to open a mine near Coalville in what is now known as Allen's Hollow. Andrew Johnson also opened up a mine at the head of Spring Hollow. The first mine operated in Spring Hollow was called the Black Diamond Mine. Another was called the Wasatch. Andrew Johnson sold the mine to W.H. Smith who later sold it to the Weber Coal Company. This company ran the coal mine for many years and furnished work for many Coalville Residents.

Farmers would work on their farms in the summer and work in the Wasatch or Grass Creek Mines during the winter. In 1868 about the time Allen's Hollow mine was opened, three others were being opened. John Spriggs opened one that ran under the school house hill and under the town. That mine was abandoned although relatives still own the Coal. John Booth opened a mine in Dexter's Hollow south of town. During the early days hundreds of tons of coal were hauled mostly by ox teams to Salt Lake City.

By 1873 a narrow Gauge Railroad, called the Utah Eastern Narrow Gauge was built to the Wasatch Mine.
In 1859-1860, Gilmer and Saulsbury started a Pony Express. They established a station on what afterwards became the Sam Clark Farm. A small settlement sprang up near the station and was called Julesburg . Indian troubles began and the settlers were advised to move closer together. They built a fort where the school house now stands.

Elements of the Plan

There are seven elements or topics covered in the general plan. Each element describes the purpose to plan for each element, background information, and maps. Most importantly, each element has goals, objectives, policies, and implementation strategies. They are to help give a blue print for the planning commission, city council, and citizens to carry forth the purpose of the general plan.

Community Vision

This is the most important element or chapter of the Coalville general plan. The Community Vision sets the tone for the plan by establishing what the community sees for the future of Coalville. The community's strengths and opportunities are spelled out in this element.

Transportation

Due to the terrain and potential growth in Coalville, the Transportation Element will be vital to the community. Coalville recognizes that streetscape plays an important role in the "look and feel" of the city. Roads must be designed to handle future demand while preserving the natural terrain.

Land Use

The land use element is an attempt to organize future development and guide community leaders to place development in the most suitable areas of the city. It can assist leaders in providing efficient and cost-effective public services, preserving open areas and important historical areas, locate parks and trails, and ensure an appropriate mix of housing styles, commercial growth and industrial opportunities.

Parks, Open Space and Environment

An essential characteristic of Coalville is its beautiful natural surroundings and recreational opportunities. Preserving, protecting, and enhancing these essential resources is a high priority to citizens and city officials.

Economic

The element identifies standards and opportunities for economic growth while acknowledging the desire to keep commercial small and within the limitations of our physical location.

Moderate Income Housing

Required by Utah State Law, the Moderate Income Housing element, among other things, estimates the supply and need for this type of housing. The general plan encourages this element of housing through accessory apartments, senior housing, and planned unit developments.

Community Vision Element

Coalville City General Plan

What does this element do?

The most successful communities are those that have a strong identity and a vision for their future. With a clear vision, public officials and residents can focus on the many small steps that will lead to the future. As decisions are made within the community, each option should be analyzed on whether it corresponds with the community identity and future vision.

Our Identity

The identity of Coalville is tied to its history, surroundings and the people that live and work here. Set in a mountain valley next to Echo Reservoir, the city offers scenic views of the surrounding Wasatch Mountains, rustic farmland along the Weber River, and wildlife.

Most residents also identify with our rural atmosphere. Quiet, low crime rate , and being family-friendly are all important elements of our small town. These characteristics are quite important to the residents of Coalville and should be strongly protected.

The availability and quality of amenities and services also ranks high with its citizens. As with any community, residents require efficient services, well maintained civic facilities and access to recreation. Expansion and enhancement of facilities and services is a top priority for the city.

Quality of life factors such as clean air and water, public safety, wildlife protection, parks and recreation, schools, and scenic resources are major contributors to the community character of Coalville City. The primary purpose of this plan is to maintain this identity while accommodating new growth and opportunities.

COMMUNITY VISION STATEMENT

"To be a beautiful, rural community based on its history of agriculture, open space and recreation that includes high quality amenities and opportunities while remaining a family oriented, clean and friendly community that is a great place to live, work, and visit."

Community Vision Goals, Objectives, and Policies...

Goal #1

Be a beautiful, rural community based on its history of agriculture, open space and recreation.

Objective 1
Preserve Coalville's rural heritage.

Policy 1 - New growth and development must be compatible with the heritage, culture and rural, small town character of the City.

Policy 2 - Infill and edge of town development is encouraged to preserve the rural, small-town character of the community.

Policy 3 - Land development should be organized in clustered patterns and not sprawled over the countryside.

Objective 2
Maintain agriculture, open space and recreation opportunities.

Policy 1 - Preserve a farming friendly community that encourages long term agricultural success.

Policy 2 - New development should have minimize visual effects on viewsheds, hillsides and riparian areas.

Policy 3 - Recreational opportunities for boating, biking, hiking and camping should be expanded and enhanced throughout the community and surrounding areas.

Implementation
- Regularly review city ordinances to ensure rural based land uses and lifestyles are encouraged and maintained.
- Regularly review design guidelines which will further guide new development towards the desired rural, small town character of the community.
- Encourage infill development within the city that compliments existing uses and structures.
- Create significant open space areas made up of agricultural lands and sensitive lands (slopes, ridge lines, view corridors, wetland/riparian corridors, etc).
- Develop a recreation plan that identifies different types of recreation opportunities, where they would be best suited to occur, and how those locations and opportunities can be enhanced.

Community Vision Goals, Objectives, and Policies…

Goal #2

Provide high quality amenities and opportunities for Coalville's residents and visitors.

Objective 1
Provide amenities and opportunities for residents and visitors.

Policy 1 – Increased coordination with Summit County to retain and enhance civic services within Coalville.

Policy 2 – Parks, trails and recreation areas impacts should be a consideration of all development proposals.

Policy 3 – Developments impacts on community services and the mitigation thereof should be a major consideration of the development approval process.

Policy 4 – Pursue funding sources to enhance existing amenities.

Policy 5 - Review the economic development plan that will encourage new employment opportunities within the community.

Policy 6 - Work with existing businesses to enhance economic sustainability and growth opportunities.

Implementation
- Regularly update public facilities and capital improvement plans.
- Create parks, trails and open space plan that identifies needs and priorities for the community.
- Review and revise an economic development plan that will encourage new employment opportunities and economic vitality within the community.
- Identify well planned commercial and light industrial areas that have necessary utilities and transpiration facilities in place.
- Encourage the development of a downtown advisory board that works with the city and business owners to promote and enhance existing businesses.

Community Vision Goals, Objectives, and Policies…

Goal #3 Remaining a family oriented, clean and friendly community.

Objective 1
Remaining a family oriented, clean and friendly community

Policy 1 - Provide recreational opportunities that would be of interest to the full range of age groups.

Policy 2 - Create civic service opportunities to businesses and residents.

Policy 3 - High priority should continue to be given to public safety services such as police and fire protection.

Policy 4 - Coordination with North Summit School District to maintain and improve educational opportunities to residents.

Implementation

- Develop city functions and events that celebrate and enhance Coalville's unique rural atmosphere.
- Ensure all city and county facilities are clean and well maintained.
- Conduct an annual city cleanup week to promote proper maintenance and care of private properties.

Land Use Element

Coalville City 2012 General Plan

What does this element do?

The Land Use Element is a primary tool to make the Community Vision a reality. The distribution, density, usage and preservation of real property throughout the city will ultimately determine its future. Special care should be used to assure all land use decisions are made in concert with this portion of the plan and the vision element.

Development Vision

"To have a well planned rural community with land uses that enhance its unique characteristics by providing;
•High-quality, well-planned residential areas with open spaces that support and compliment the unique rural quality and character of the city;
•A centralized business district, and industrial areas that enhance the city's sales and property tax revenues and provide the highest quality goods and services for residents and visitors, while enhancing the visual appeal of the community;
•Productive agricultural areas, while preserving sensitive lands."

"Preserving our vision is what the planning commission, with input from the city council and residents, has worked diligently to accomplish with this plan."

Population and Housing Statistics

Coalville has not experienced the rapid growth that many Utah communities have. Projections indicate growth will likely be at a moderate pace. However, adequate buildable land exists within the community to facilitate much more extensive growth. It is the purpose of this plan to prepare for the future regardless of what the future holds.

Current Estimates		Future Projections	
Year	Pop.	Year	Pop.
2000	1,382	2000	1,382
2002	1,401	2006	1,419
2004	1,422	2010	1,587
2006	1,405	2020	2,031
2009	1,369	2030	2,383
#change	-13	2040	2,400
%change	-0.90%	2050	2,500
		2060	2,600

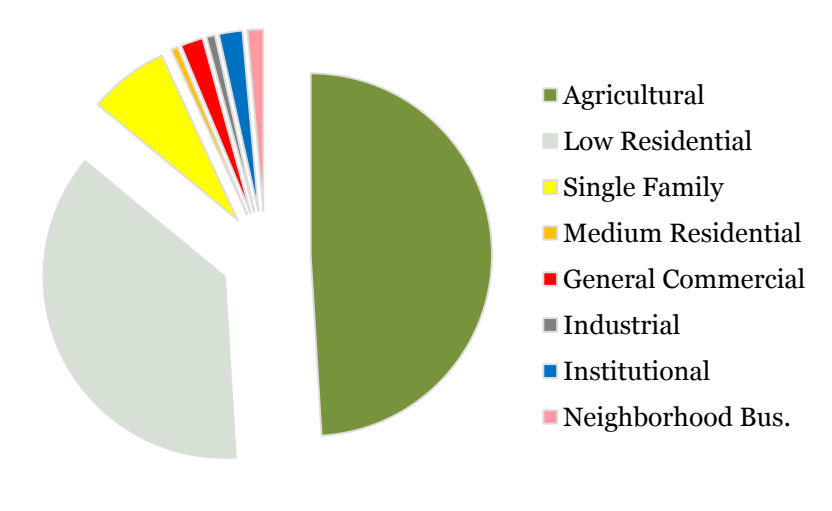
Land Area and Annexation

Land Use	Acres	Lots	Size
Agricultural	2511	100	20
Low Residential	1891	302	5
Single Family	366	586	0.5
Medium Residential	31	247	0.1
General Commercial	102		
Industrial	39		
Institutional	107		
Neighborhood Bus.	72		
Total	5119	1236	
Population		4079	

It is important for any community to have a suitable variety of land uses which complement its vision and are flexible enough to accommodate growth. This table is general based on the general plan map and include all lands within the city's current annexation policy plan. Please see the official zoning map (Attachment 3) for current regulations and zoning designations.

Land Use Mix

Having an adequate mix of land uses is important. This plan provides ample space for a variety of housing types, commercial and industrial activity, all while maintaining open space and agriculture.



Land Use

The city of Coalville encourages the orderly and efficient distribution of land uses in the city. A full range and mix of land uses including open space, residential, commercial, public, and industrial are provided within the city.

Residential classifications: include areas that that surround the city center. A variety of housing types are promoted through different zoning densities. Hillsides and riparian areas that are less conducive to development have lower densities. Areas immediately surrounding main street provide a logical location for medium density housing. Infill development is encouraged to maintain open space and minimize the cost of infrastructure.

Community Survey
Throughout the community survey and visioning process, the integration of residential, commercial, and industrial uses into the natural terrain is a critical element of the community vision. Great care should be taken to implement that vision through the development process.

Commercial classifications: include areas along major roads including Main Street and SR 280. Retail, office space along with mixed use housing are encouraged along the main street corridor. The city hopes to promote and capture more tourism related income while increasing the availability of goods and services to its residents.

Public Facilities classification: include uses which are spread throughout the city. They include public buildings and uses such as city hall, fire stations, parks and open spaces. They also include quasi-public uses such as churches.

Light Industrial classification: include select locations where the city can provide adequate services to light industrial uses. These areas also require the mitigation of any nuisances that may be present.

Land Uses

General Residential

Residential Agriculture – RA (5 acres): provides areas where single family residential development and associated uses may be harmoniously integrated with agricultural pursuits. This zone is intended to allow the keeping of farm animals in conjunction with single-family dwelling units, yet retain land in parcels large enough to provide efficient and attractive development or as clustered developments to encourage natural or agricultural open spaces.

Low Density Residential – R-1 (1 acre):provides areas of the community characterized by low density single family developments. This zone is intended to be residential in nature although typical domesticated farm animals are allowed in limited numbers. Developments in this zone are characterized by attractively landscaped single family residential lots and structures located on large lots or clustered lots with natural open space.

Low Density Residential – R-2 (1/2 acre): provides areas of the community characterized by medium density single family developments. This zone is residential in nature and typical domesticated farm animals are not allowed except as approved as a conditional use for no more than two (2) farm animals per acre. Developments in this zone are characterized by attractively landscaped single family residential lots and structures located on medium sized lots or clustered lots with natural open space.

High Density Residential – R-4 (1/4 acre): provides areas of the community characterized by higher density single family and two family developments. This zone is residential in nature and typical domesticated farm animals are not allowed. Developments in this zone are characterized by attractively landscaped single family and two family residential dwellings located on relatively small lots or clustered lots to provide open space.

Very High Density Residential – R-8 (1/8 acre): provides areas of the community characterized by high density developments. This zone is residential in nature and typical domesticated farm animals are not allowed. Developments in this zone are characterized by attractively landscaped multi-family residential dwellings located in a planned project providing for recreational amenities and open spaces.

Mixed Use Overlay – MUO: provides areas of the community where high density housing can be intermixed with commercial uses. These areas along Main Street are characterized by second story apartments with access located off Main Street. Developments in this zone are characterized by attractively designed structures that match existing historic buildings.

Land Uses

Sensitive Lands

Agriculture - AG (20 acres): provides areas where the growing of crops and the raising of livestock can be encouraged and supported within the City limits. The AG Zone is intended to protect agricultural uses, natural resources, and environmentally sensitive lands from encroachment of urban development.

Public Facilities

Public Facilities (PF): Public and quasi-public uses are placed throughout the community. Uses in this zone include city buildings, major utilities, parks, open spaces, golf courses, churches and a future library and cemetery.

Commercial

Community Commercial - CC: encourages commercial and retail development. Businesses that provide services directly to the residents of Coalville will be highly encouraged. The location of the CC Zone is designed to provide a focal point for the community center of Coalville City and provide convenient pedestrian and vehicle access without hazards and conflicts in residential neighborhoods.
New construction should be in harmony with the historic characteristics of the community.

Highway Commercial - HC: provides for the service commercial needs of motorists on Interstate 80. The uses characteristic of this zone are highway service, limited retail, convenience stores, and shops.

Industrial

Light Industrial - LI: provides areas where light manufacturing and other low impact industrial structure can exist while minimizing their impacts on surrounding areas.

Rural Planning and Design Principles

- A well defined development edge, with rural country side and rural density development beyond. New development will be designed to maintain a well defined edge.
- Wherever possible, public buildings should be located at important intersections. In new developments, prominent sites should be reserved for civic buildings and other public facilities and uses.
- New streets should be interconnected in clear, direct and understandable patterns. New streets should connect to existing streets whenever possible. Dead end streets and curved streets are appropriate only in response to topography or Coalville City design principles.
- New development streets should be built to city standards to accommodate cars, service and emergency vehicles. Streets should be designed for slow speeds and pedestrians, with sidewalks along at least one side.
- All streets should be built in accordance with the Coalville City Engineering Standards and Construction Specifications.
- Garages should be located so they do not become the dominant architectural feature of the structure or site. Detached garages to the rear of houses are encouraged.
- Alleys should be used for access to parking lots behind buildings with a mix of uses thereby reducing the need for unnecessary curb cuts and also provide access to garages behind narrow lots and attached residences.
- Streets should be lined with trees. Existing trees should be preserved. On new streets, indigenous species with broad canopies and 1½ -2" minimum caliper trunks should be planted at 30 foot intervals.
- Sidewalks and/or trails are required in new developments. They should be 5 feet wide except on commercial streets where they should be 8 to 16 feet wide. On low traffic or one way streets with one lane of parallel parking, sidewalks or trails should be located on the parking side.
- Front porches are encouraged in new development. They may encroach into the front setback.
- Small parking lots should be located to the rear or side of buildings. Wherever possible, rear lot lines should be linked by alleys and other internal circulation systems. Curb cuts and interruptions of the pedestrian space should be kept to a minimum.
- Corner parking lots are discouraged. If unavoidable, corner lots should use buildings, trees and sidewalks to define the street corner. Curb cuts should be minimized and located away from the corner. Parking lots should be screened from the street by buildings and landscaping.

Land Use Goals, Objectives, and Policies

Goal #1

"All development should adhere to the following policies."

Policy 1 "Planned land uses should complement existing development and environmental conditions.

Policy 2 "Development shall provide for additional services and transportation needs based on their impact."

Policy 3 "Developed areas should be protected and revitalized by promoting new development and the adaptive reuse of existing community resources."

Policy 4 "Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available."

Policy 5 "Growth should be contiguous to existing development to better provide cost effective and efficient city services and transportation facilities."

Policy 6 "Development approval should be tied to the construction of primary culinary and secondary water, sewer, storm drainage, and transportation systems."

Policy 7 "To minimize environmental hazards and protect natural character of the city, potential development in sensitive areas should be transferred to land more suitable for development."

Implementation

- Review zoning and development code to add protections to existing development and unique environmental elements.
- Development must pay it's way. Impact studies must be continually updated.
- Enforce the need for multiple access points for city services and transportation to new growth areas.

General Land Use Map

The General Land Use Map on the following page is a map that illustrates Coalville's vision for the future. As development occurs, it will act as a reference to that vision and aid city officials and residents to ensure that decisions made reflect that end goal. It is important to remember that the map does not perfectly represent current conditions or zoning, but simply a vision of how the city could be in the future. Please see the official Coalville Zoning Map for current zoning information.

General Land Use Descriptions

Agricultural: Those areas of the community with the highest agricultural value characterized by large lots of approximately 20 acres or more. In many instances these areas have high water tables, potential flooding and or other physical elements that make them less appropriate for other types of development.

General Commercial: Primarily the center of the city along Main Street, this area is characterized by office space, businesses, and restaurants that currently exist and are pedestrian friendly. Some mixed use residential development would also add vitality and additional housing options to the area.

Highway Commercial: Businesses that are more auto oriented such as lodging, dealerships, and larger retail establishments.

Neighborhood Commercial: Business that are suitable to be located within a neighborhood setting.

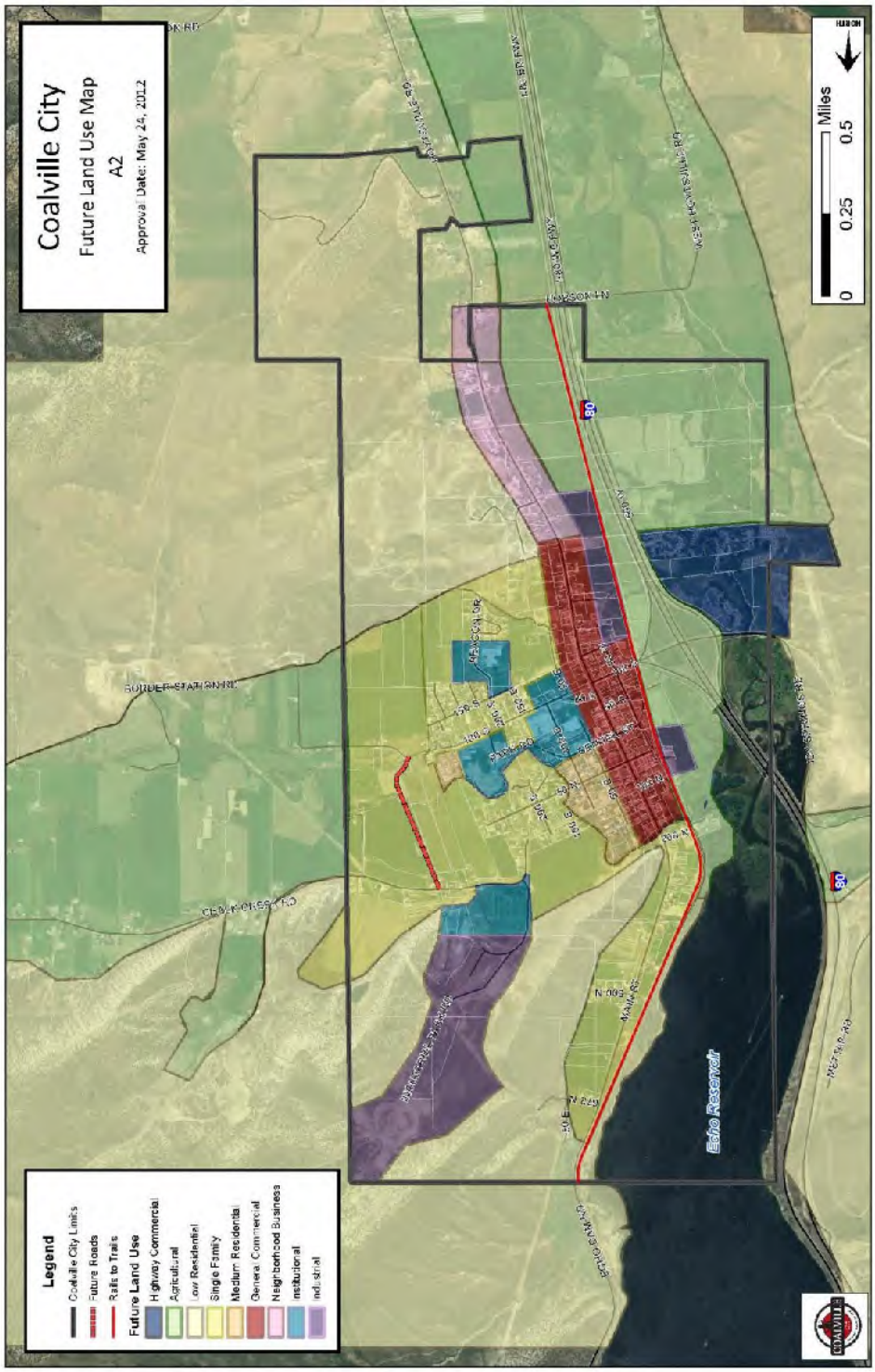
Light Industrial: Businesses that may have nuisances which make them less suitable for commercial areas.

Low Residential: Very large lots on the city's periphery that minimize loss of open space and avoid physical hazards such as steep slopes.

Single Family: Single family residences with homes and lot sizes that are prevalent in Coalville today.

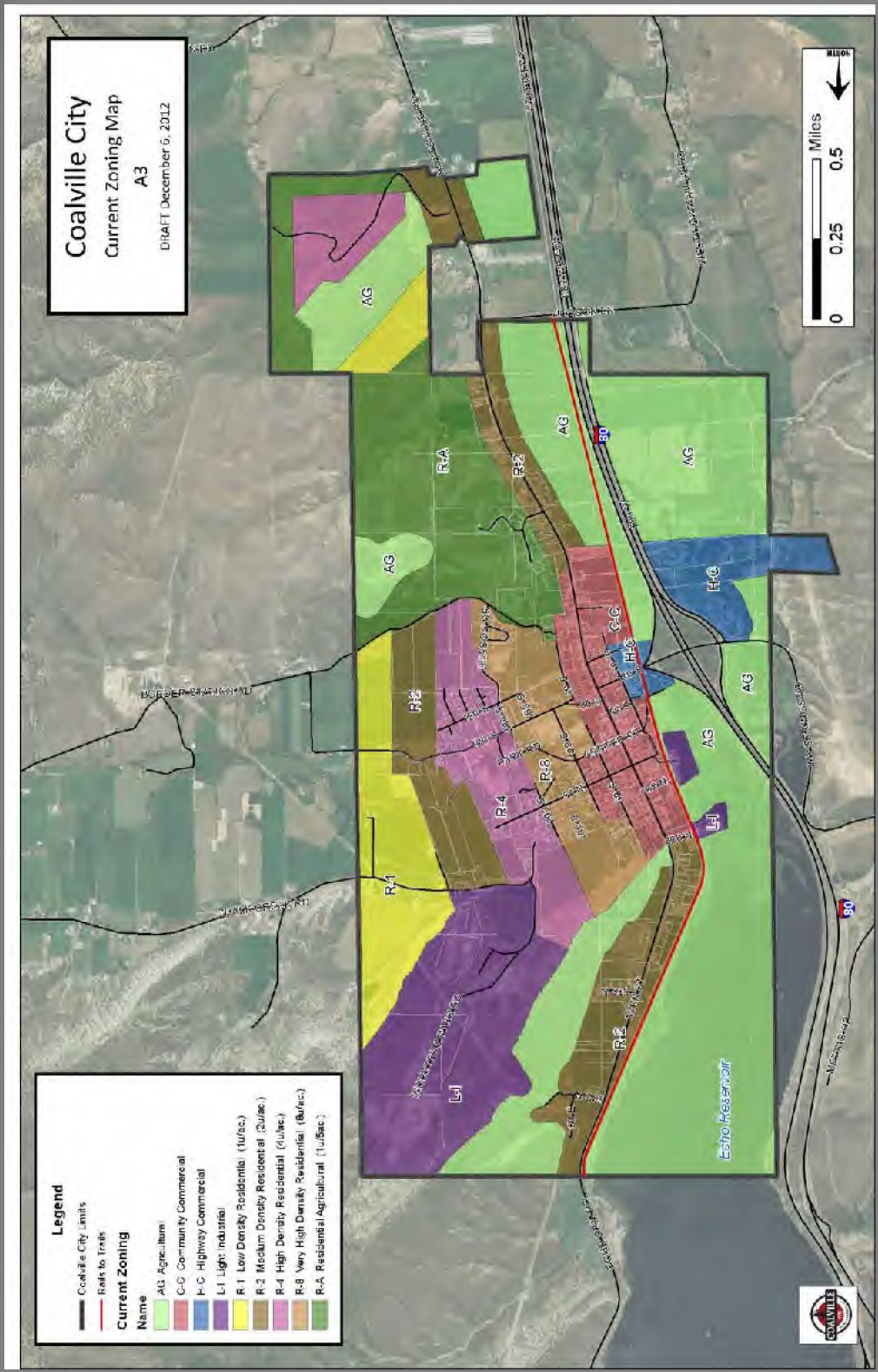
Medium Residential: Residences on smaller lots that provide alternative housing options such as townhomes and multifamily.

Future Land Use Map (see Attachment 1 and 2 for a larger map)



Current Zoning Map

(see Attachment 3 for a larger map)



Economic Element

Coalville City 2012 General Plan

What does this element do?

Economic Development is the carrying out of activities that encourage economic growth within the community and infuse new capital from outside the city to improve the lifestyle of local citizens. In order to keep pace with the projected growth of Coalville and the immigration of people due to new residential development, economic development becomes a critical element of city governance. Increased tax revenue can help provide many of the public services that citizens expect. Generally, residential development does not provide enough tax revenue to cover the cost of essential government services. For a community to be fiscally responsible and viable, it must provide economic opportunities for job growth, retail, and office development. Employment opportunities will also allow citizens to work closer to their homes. Local shopping will reduce the need to travel to other cities for goods and services.

The Economic Development Vision

Develop a sustainable economic base by retaining, recruiting and expanding businesses that provide an income-producing job base, enhance the quality of life, and are consistent with the sensitive environmental features of the valley, specifically air, water and open space. This may include the creation of a traditional downtown or old Main Street commercial core, enhanced recreational opportunities and services, a business/light industrial park, gateway commercial district, and a possible heavy industrial area.

Historically, Coalville began as a mining community. The availability of coal in such proximity to the population centers along the Wasatch Front led to the early development of the city. As mining activity dwindled, government and agriculture remained, becoming the focus of economic activity. Today recreation and tourism is developing at a rapid rate throughout the area. The landscape surrounding the city make Coalville an ideal hub for such activities. The focus for the future is to maintain a balanced economic base that will enhance the quality of life and strengthen the communitys position as the heart of North Summit County.

Main Street

Main Street is the economic, architectural, and historical heart of the community. The most powerful and lasting image associated with Coaville is Main Street . This commercial core should be developed as a distinctive shopping area emphasizing it as an attractive meeting place and staging area for festivals, special events, celebrations and a variety of community activities which will indeed produce a vibrant healthy community centerpiece.

The following businesses are consistent with the above characteristics and would be well suited for the Main Street core area:

- Shops, restaurants and galleries
- Grocery stores, drug stores and similar stores that blend in well with other commercial uses in the area
- Professional offices for needed community services (doctors, realtors, lawyers, accountants, insurance, etc.)
- Business and government offices
- Entertainment and cultural venues

Coalville has recently rebuilt the road and sidewalks in the core area. Lamps, trees, pavers, planters,, bulb-outs, and street furniture enhance the walkablility and beauty of the area. The city also encourages commercial design that is consistent with existing historic structures. Improved transportation access (especially from the Rail Trail), gateway signage, and information centers will further develop the synergy and vibrancy of the Main Street core.

Gateway Commercial

The gateway commercial district of Coalville is already a critical part of economic activity. Located around the I-80 interchange, most businesses serve travelers along the corridor. As this is the first part of the city that most people see, special care should be taken to ensure a good appearance that will invite them to visit and do business on Main Street and other commercial areas. This is especially important for the historic rail trail. This area would also be best suited for those commercial activities that require a greater amount of space.

Recreation and Tourism

The area surrounding the city is already a destination for recreation. A new aspect of economic development for the city is to capture more of those visitors by expanding a recreational support services. Central to this effort will be to connect these activities to the city and draw visitors to the Main Street District. Activities that span the four seasons abound, but further enhancement of recreational activities is needed.

Business/ Industrial Park

Coalville has already identified locations for light industrial/business parks. The city's focus is to make these sites more attractive to new businesses and industry while ensuring they will exist in harmony with the surrounding land uses. Transportation, utilities, landscaping and safety are just a few of the elements that should be considered in developing these areas of the city.

Economic Incentives

The best incentive any city can use to attract business investment is an enthusiastic response team at the local level and an inventory of well-packaged sites. Often the missing link in attracting new industry is a weak response team at the city level. The most successful cities in Utah are those who are ready to act on a moment's notice. They provide general community information, specifics on utility rates and capacities, and simple brochures describing a variety of pre packaged site is one that meets a "Five-way Test:"

1. Land is already annexed in to city.
2. Already zoned for business use.
3. Utilities are available or a utility plan is in place.
4. A "fully improved" asking price for the site is readily available.
5. Transportation is available.

Good planning and well written zoning ordinances are the best assurance a business owner can have to protect his or her long term investment. Packaged sites and city cooperation are usually the only real incentives sought by business. Other incentives such as loan pools and tax rebates mean almost nothing to quality businesses, contrary to common belief. Business sites in Coalville need to be competitively priced with sites in comparable settings.

Economic Goals and Policies

Goal #1

"Promote and encourage commercial endeavors to strengthen and improve the city's tax base and provide convenient services to residents."

Policy 1 Encourage and attract new businesses which create new job opportunities in the community.

Policy 2 Increase tourism and recreational support services to help diversify the local economic base.

Policy 3 Promote the development and expansion of local businesses in the community.

Policy 4 Ensure that infrastructure and facilities are in place to support future commercial economic development within the community.

Policy 5 Redevelop the primary commercial centers within the community including the Allen Hollow Business Park, Main Street Corridor and the Gateway Entry from Interstate 80 to ensure that blight and decay of these primary business districts do not occur.

Policy 6 Establish an economic development organization to oversee the goals and strategies of the economic development plan and serve as a catalyst to encourage desired development within the community.

Implementation

- Produce a "Package of Information" on the city.
- Form an Economic Advisory Committee with vision of creating commercial tax base.
- Make referrals of potential clients to local developers.
- Review business site plan approvals and permit approval processes to ensure efficiency and comprehensiveness.

Transportation Element

Coalville City 2012 General Plan

What does this element do?

The transportation element is designed to provide for the safe and efficient movement of people and goods in the city. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements. In essence, it is a long range transportation plan which would efficiently support future land development and ultimately the Coalville vision.

Transportation Vision

Coalville will be a well-planned, small-town community with transportation facilities that connect the city to regional systems while preserving and enhancing our unique natural setting. The planned transportation system will:

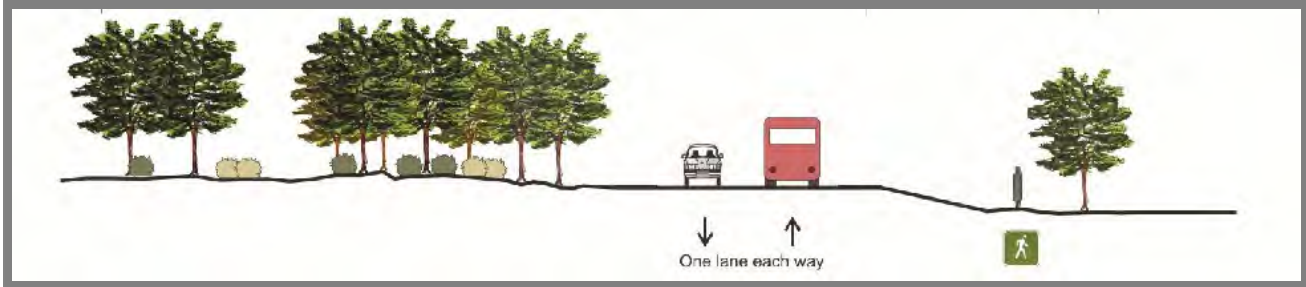
- Integrate new development with established areas of the city.
- Minimize impacts to our unique natural environment by requiring placement of facilities in the most suitable, least impactful locations.
- Minimize impacts to residential neighborhoods by adhering to the road classification system layout and city requirements.
- Have properly designed surfaces, sub-surfaces, and drainage that address slope and soils issues.
- Improve pedestrian conditions with sidewalk in appropriate locations and the completion of the citywide trail system.

Introduction

This element is designed to provide for the safe and efficient movement of people and goods in the City. The primary purpose of the Transportation Element is to balance current and future demands generated by the Land Use Element with roadway and trail improvements, thereby developing a long-range circulation system plan which would efficiently support future land development and ultimately the Coalville Vision.

New Roadways to the System

As new roadways are planned and developed within the city, they will be reviewed for compatibility with neighborhoods, footprint sensibility within hillside and sensitive environmental areas, and safety. In addition, all new roads must adhere to requirements found in the city codes, standards and the official Master Transportation Map. All future expansions must be planned and designed to be within the fiscal capacity of the City. These expansions must also maintain enough flexibility to evolve as needs and technology change. New transportation facilities should be designed to provide maximum durability and minimize maintenance costs.



Roadway Classification System

The city has three road classifications each playing a part to move people and goods to and from homes and business within and outside the city. Road classifications within this plan represent a local definition and description and are not intended to reflect any county, state or federal definitions. Rather they provide an effective method for designing a transportation system that fits the needs of the city.

Class	ROW	Access
Arterial	110 + ft	Only at specific locations
Collector	66 ft	Intersections and some driveways
Local	55 ft	Driveways.

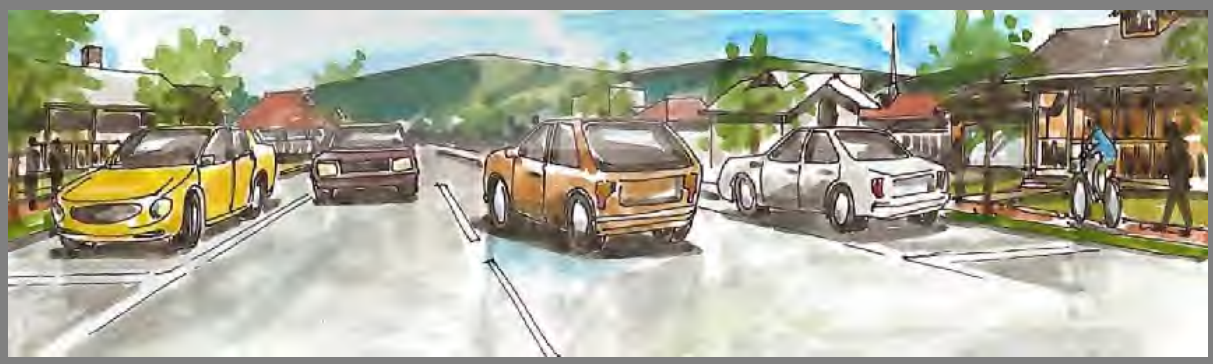
ROW=Right-of-Way

Roadway Classification System

Arterial : is classified on one road within the city, Interstate 80. Serving as a regional and interregional facility, it is vital to the future of the community. Coalville will continue to work with UDOT to maintain good access to the interstate.

Collector: is classified on multiple roads within the city each requiring 66 ft or right of way. These corridors carry traffic from the local neighborhoods to arterials. These roads will have more traffic than a local road. Speeds should be set appropriately. Driveways can access these roads, but new subdivisions should be designed to access local streets where applicable. Existing driveways should be designed to minimize the need to back onto collectors.

Local: is classified as all streets that are not classified as arterials or collectors. These are the neighborhood streets that handle local traffic. These roads should be designed with appropriate traffic calming techniques to keep speeds at levels conducive of residential neighborhoods. Lengthy through trips should be prohibited through design. Whenever possible the traditional grid pattern of local roads should be maintained.



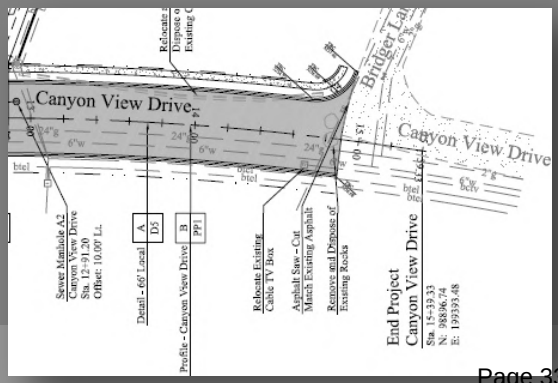
Trail, Sidewalks, Bike, ATV Facilities

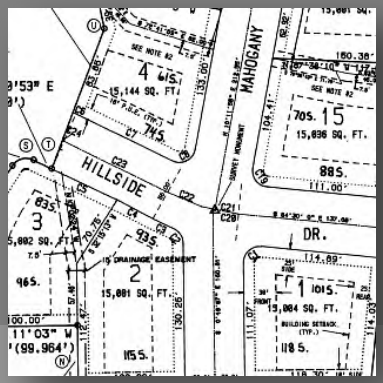
Pedestrian and bike facilities are an integral part of the transportation system. Historically, Coalville has not constructed sidewalks until recently. This leaves a large part of the city without safe pedestrian facilities. As the city grows, more conflict areas could arise, especially on the main roads. For the older areas of the city, the planned trail system will help in reducing conflicts. Connections between neighborhoods at the end of cul-de-sacs can also help. Requiring development to integrate planned trails into their developments will be a high priority. Bike lanes should also be developed on the arterial roads. ATVs and their use on trails will need to be addressed. Currently the city allows ATVs to traverse city streets. As the trail system grows, a plan for ATV use on city streets will need to be developed. For more information see the Parks, Open Space and Environment Element of this plan.

Right of Way Protection and Acquisition

The city is projected to almost double its current population of 1,400 in the next thirty years with the potential to grow much larger. As the community expands, new transportation facilities will need to be constructed in order to maintain an efficient and effective transportation system. Once a development is approved or a structure is erected which adversely effects this system, either adjustments will have to be made or in some cases demolition of the structure will need to occur. In either case, development approval without considering long term affects can prove costly to the community. The transportation element should be reviewed prior to any development approval, including issuance of a building permit.

Since the transportation element identifies future transportation corridors and the right of way needed by class, the city can plan effectively for the preservation or acquisition of critical transportation corridors. Once identified, the City can use a number of methods for the future financing and construction of the facilities including exactions, impact fees, capital improvements programming, and cooperation with other appropriate government entities such as Summit County. Coalville discourages the creation of private roads.





Transportation Goals, Objectives, and Policies

Goal #1

"The existing city street system should be refined and only expanded when consistent with a street master plan for the community."

Objective 1

"Apply the street master plan of the city to new development which identifies future access points, arterial, collector and local street classifications, current and projected traffic volumes and projections of needs for future growth. "

POLICY 1: Maintain the functional classification of the existing street system of the city with respect to arterial roads, collector roads and local streets.

POLICY 2: Identify which existing platted streets in the city are non-functional and may be considered for abandonment to help refine and organize the street system and provide more efficient circulation in the community.

POLICY 3: Determine the current and projected traffic volumes on all major streets within the community and identify projections of need for future growth.

POLICY 4: Discourage the flow of heavy truck traffic through residential areas by establishing a truck route which will accommodate the needs of the commercial/industrial needs within the city while minimizing impact to the residential neighbors.

POLICY 5: Limit the number of intersections and driveways on all major, roadways to promote a safe, efficient and steady flow of traffic.

POLICY 6: Maximize the use of all major roadways while minimizing the use of all collector and local streets.

POLICY7: Maintain a Capital Improvements Program (CIP) which incorporates a funding program for the construction of improvements to the City's street system.

Transportation Goals, Objectives, and Policies

Goal #2

"All new roads or streets required by new development shall be constructed to City Standards."

Objective 1

"City streets should be constructed according to the design and engineering standards of the city to maintain the rural small town character of the community and allow for taxpayer protection from costly road maintenance construction and reconstruction. "

POLICY 1: The City will not accept new road infrastructure required by new development unless the streets are constructed according to the city design and engineering standards. The new development creating the demand for new or upgraded existing road infrastructure must pay its full proportional costs.

POLICY 2: All new major developments, both public and private sector, will conduct a traffic impact analysis to determine the impact on existing streets plus project the need for additional new road, trail and other transportation infrastructure.

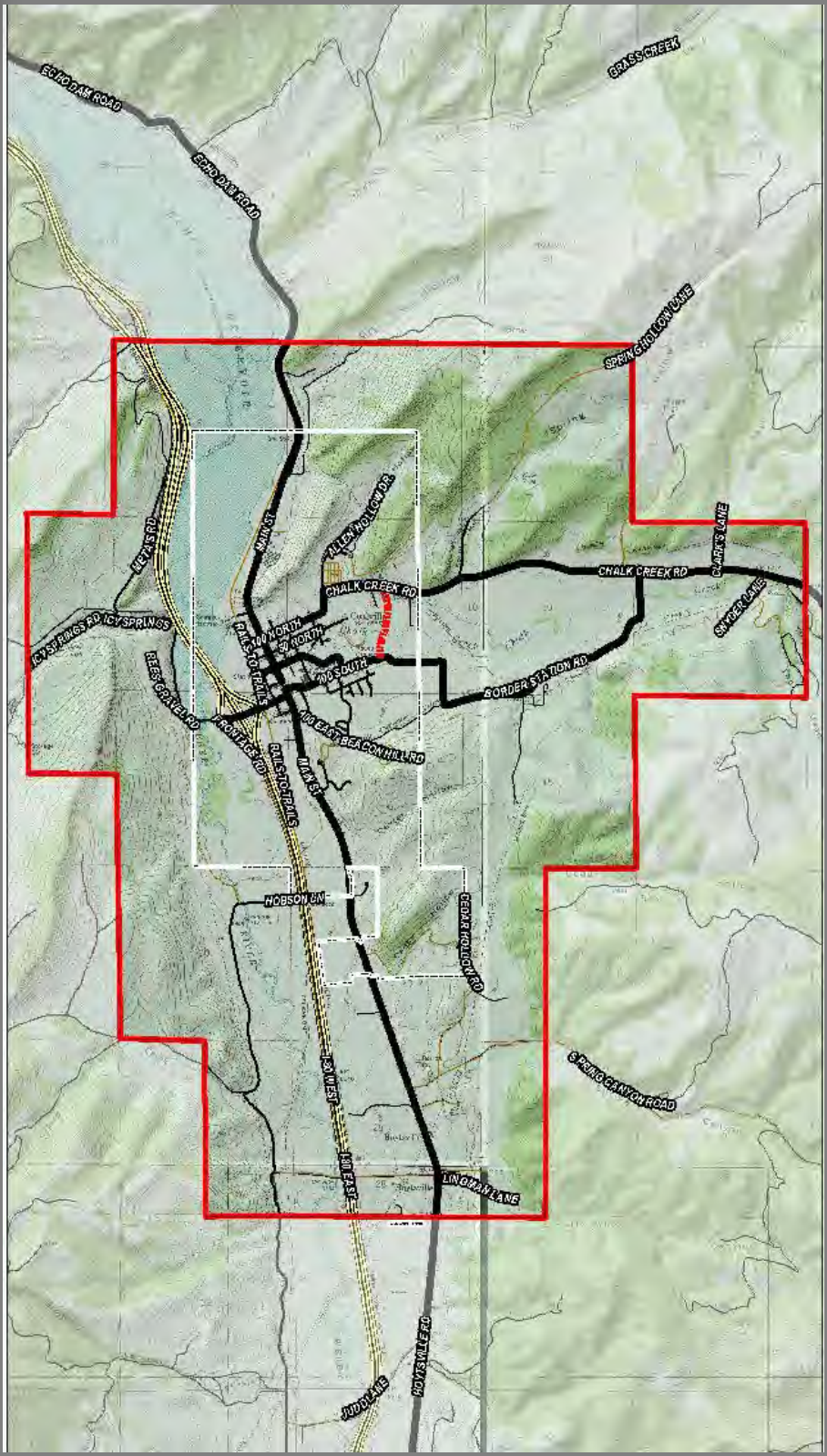
POLICY 3: Require access to higher density land uses and commercial developments from major roadways and not from low density residential neighborhoods.

POLICY 4: Require new development to study the infrastructure impacts on public roads, trails and other transportation infrastructure that would result from the increased burden on the facilities and services by the development and to provide mitigation plans.

POLICY 5: All major developments shall prepare comprehensive transportation and circulation analyses along with detail fiscal and physical mitigation plans.

General Transportation Map

See Attachment 3 for larger map



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

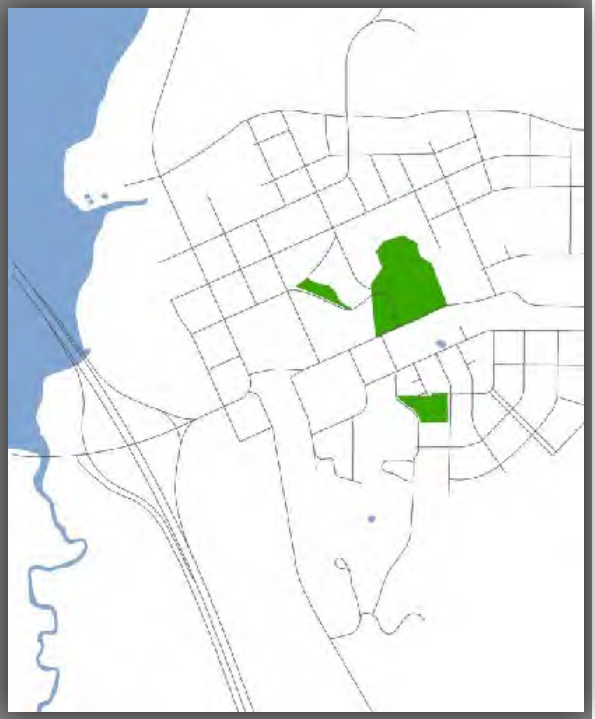
Coalville will be a well-planned, small-town community with park facilities to meet the needs of a growing populace. It will have trails that connect the neighborhoods of the city to regional trail systems, and the preservation of open spaces that will ensure the continuance of our unique natural setting.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

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.

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.

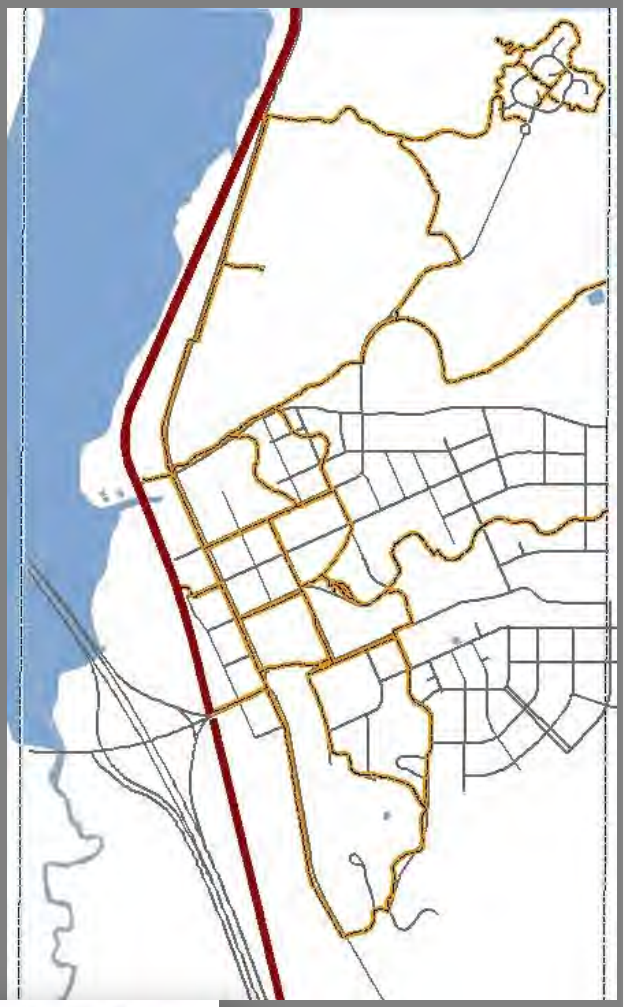


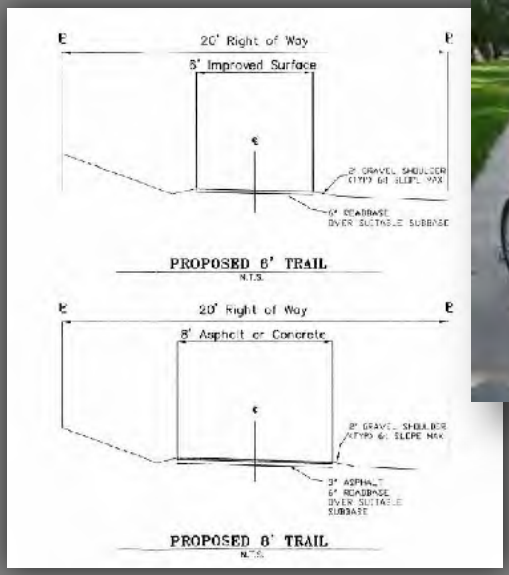
The North Summit County Recreation District is currently exploring the option of building a new recreation center to serve the area. Coalville is the likely location for such a facility and will work closely with the district and county to ensure the recreational needs of citizens are met in a responsible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

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.





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

Sensitive Lands and Hazards

The natural surroundings of Coalville and its mountain valley location are unique and essential to the identity of the community and its vision for the future. These same characteristics however create potential hazards that can be damaging. Citizens, land owners and community officials should work together to identify and avoid inappropriate land uses and activities in these areas.

Landslide/ Steep Slopes: The city's location creates a potential for landslides and ground movement. Steep slopes surrounding the residential areas create a natural environment for movement. Vegetation removal and wet weather can have disastrous consequences for the entire area.

Earthquake: Due to Summit County being outside of the Wasatch Fault zone the severity of a potential earthquake is thought to be lower. Since 1968 there have been 2 minor earthquakes recorded in Summit County. Registering 3.7 and 3.1 on the Richter Scale, it is likely they were felt but caused no damage. However, such activity coupled with the likelihood of a major event along the greater Wasatch Front serves as a warning. While there are no know major faults within the community, the potential for a significant event is real.

Severe Weather: While extreme events such as tornados and avalanche within the city are unlikely, increased elevation makes Coalville susceptible to higher than normal snowfall. Intense rainfall can occur for short periods of time creating drainage problems.

Flooding: The Weber River, Chalk Creek and Echo Reservoir are within the city and can create significant flood dangers. There are 100 year flood plains connected to each however Chalk Creek has the most potential for damaging flooding due to its location as it flows through the community.

Wildfire: Coalville and many of its homes are surrounded by oak, pine and other natural vegetation that creates an area of risk for wildfire. The town and its residents should commit to implementing FIREWISE practices when developing new lots, and landscaping.

Over the past two years, Coavlille has cooperated with Mountainland Association of Governments in updating its Hazard Mitigation Plan. The city will continues to work with county, state and federal agencies to understand the potential for hazardous events and look for ways to mitigate and prepare for the resulting issues.

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.

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.

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

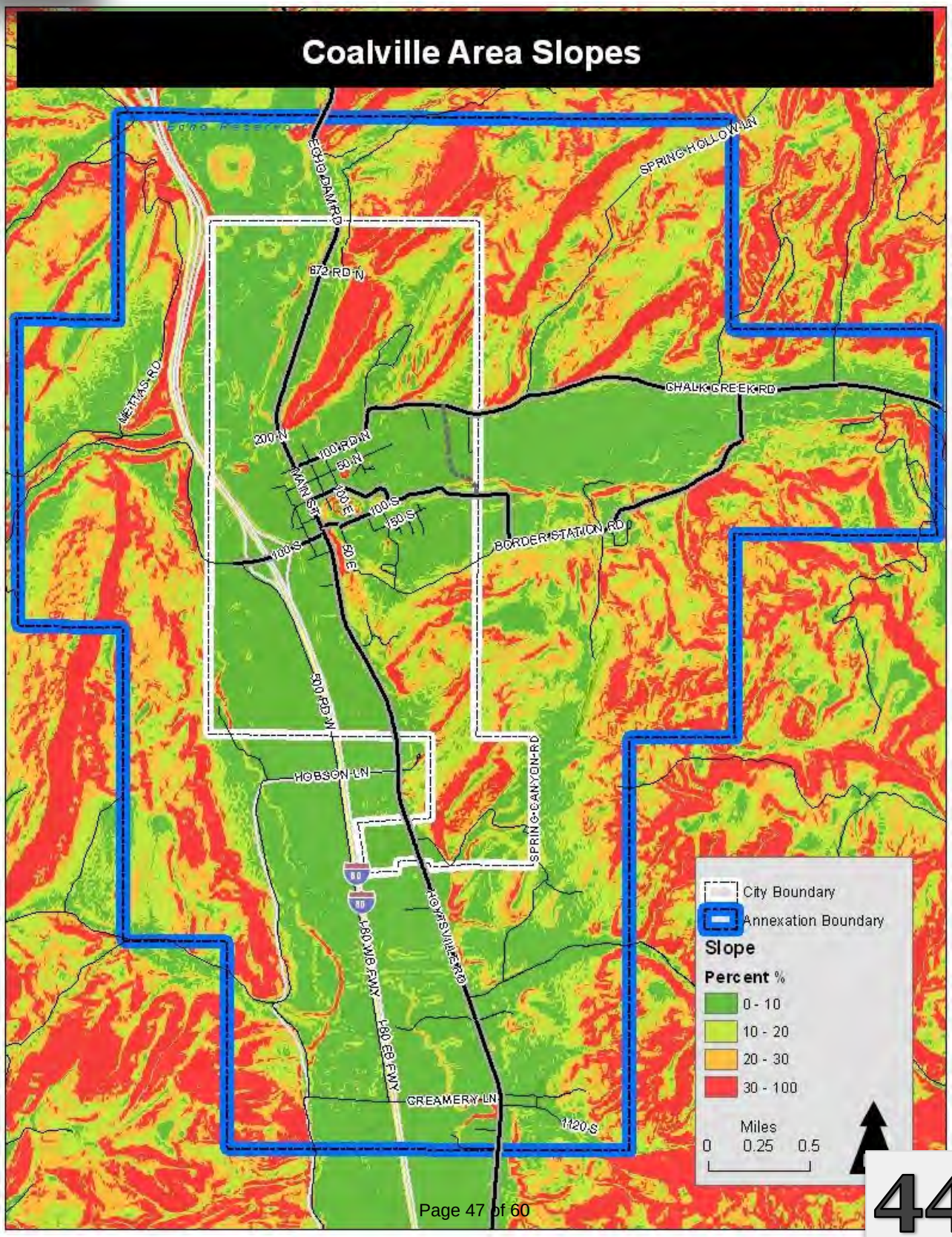
"Trail systems are an important alternative form of transportation and should be planned for Coalville City as part of a trails master plan. "

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.

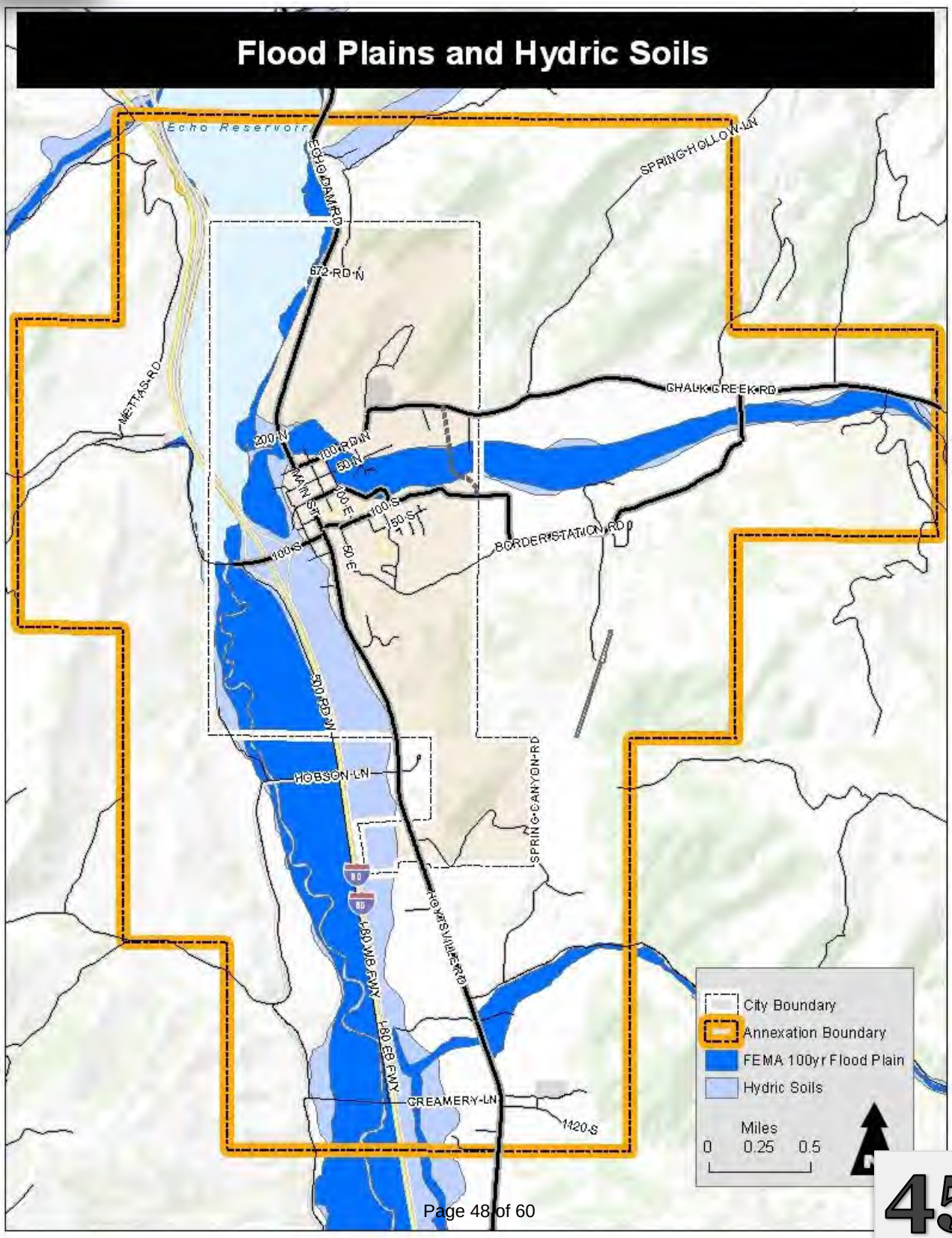
POLICY 2: All future major developments shall be planned with trail linkages to the Chalk Creek Corridor, Rails-to-Trail, and Main Street Sidewalk System.

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

Slopes Map


Coalville Area Slopes
ECHO DAM RD
872 RD N
SPRING HOLLOW LN
METCALF RD
CHALK CREEK RD
200 N
100 RD N
50 N
MAIN ST
100 E
100 S
150 S
BORDER STATION RD
100 S
50 E
500 RD N
HOBSON LN
SPRING CANYON RD
80
80
I-80 WB FWY
I-80 EB FWY
HOYTSVILLE RD
GREAMERY LN
1120 S
City Boundary
Annexation Boundary
Slope
Percent %
0 - 10
10 - 20
20 - 30
30 - 100
Miles
0 0.25 0.5

Flood and Hydric Soils Map



Moderate Income Housing Element

Coalville City 2012 General Plan

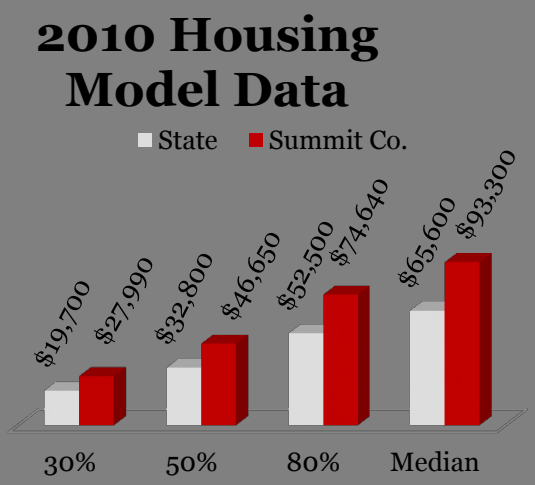
Introduction

Utah law requires that municipalities, through the general plan process, include a plan for moderate income housing addressing the following five issues:

1. An estimate of the existing supply of moderate income housing located within the municipality.
2. An estimate of the need for moderate income housing in the municipality for the next five years as revised bi-annually.
3. A survey of total residential zoning.
4. An evaluation of how existing zoning densities affect opportunities for moderate income housing.
5. A description of the municipality's program to encourage an adequate supply of moderate income housing.

Moderate Income Housing Defined

Moderate income housing is defined as "...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area (county) for households of the same size". The 2010 moderate income level for Summit County is $74,640 for a family of four. The inventories below are based on an affordable housing model and the 2010 moderate income level of Summit County.



The Current Inventory

MI Households = 77
MI Housing Units = 76
MI Housing Units Needed = 1

The Future Need

2016 MI Housing Units = 12
2021 MI Housing Units = 26

Survey of Residential Zoning

The City has seven zoning classifications which allow for residential uses. Minimum lot sizes range from 3,000 square feet to 20 acres. Multi-family dwellings are allowed in the certain zones. Due to its environment and history, most of the homes within Coalville are single family dwellings. The Land Use Element of this plan describes the various land use designations as well as the amount of developable land within each designation and the total land area of the city.

Evaluation of Zoning's Effect on Housing Opportunities

The Coalville Planning Commission and City Council hold one of the many keys to providing housing opportunities for persons of moderate income. The key the city holds is zoning. Coalville allows a variety of lot sizes that can lead to different housing opportunities. However, market conditions and supply and demand have the most significant impacts on affordability. With housing prices being so high in western Summit County, Coalville is a relatively affordable place to live. However spillover has raised the demand for cheaper housing in eastern communities. These factors have driven land and home prices to the point where zoning modifications have less effect on affordability that they may in other locations. The sales price of the lot does not necessarily reduce in direct proportion to a reduction in lot size.

Program to Encourage Moderate Income Housing

Housing affordability is an issue that each of the communities of Summit County are dealing with. High median income levels in the Park City area have driven up housing prices in the smaller surrounding cities. Ensuring affordable housing availability must therefore be a county wide effort.

Coalville City has determined that those areas immediately surrounding the Main Street corridor are best suited for smaller lot sizes. Many of these areas are older and have been built out, but the opportunity for redevelopment and remodeling exists. Zoning and development codes will be reviewed to look for barriers that may impede such activities and lead to more housing opportunities.

Moderate Income Housing Goals, Objectives, and Policies

Goal #1 "To ensure an adequate supply of safe, accessible, and aesthetically pleasing moderate income housing integrated throughout the city and consistent with the needs of all segments of the population."

Objective 1
"Promote access to good, safe and sanitary housing that is available and affordable consistent with state standards."

POLICY 1: The City shall encourage a variety of residential densities and housing types to meet the housing needs of the community.

POLICY 2: Investigate methods such as deed restrictions to ensure that affordable housing will remain affordable to future residents of Coalville City.

POLICY 3: Allow the development of accessory dwelling units as provided for in the Development Code as part of primary single family dwellings in all zone districts.

POLICY 4: Consider reducing, waiving or deferring fees such as those for development review and platting, and building permits/plan review for affordable housing.

POLICY 5: Consider an Inclusionary Housing Program for Planned Residential Unit Development in the Development Code that mandates a percentage of all new residential development meet affordability standards.

POLICY 6: Encourage housing linkage for commercial development to provide housing for a certain percentage of new employees.

POLICY 7: Encourage mixed-use developments in appropriate locations near commercial centers.

POLICY 8: Promote the revitalization and rehabilitation of substandard residential structures.

Moderate Income Housing Goals, Objectives, and Policies

POLICY 9: Encourage and promote the use of private and public funding to provide rehabilitation, home improvement, and maintenance loans and grants

POLICY 10: Work jointly with Summit County to identify where residential development capacity exists to accommodate expected growth.

ATTACHMENT B

Population and Housing Statistics

Coalville has not experienced the rapid growth that many Utah communities have. Projections indicate growth will likely be at a moderate pace. However, adequate buildable land exists within the community to facilitate much more extensive growth. It is the purpose of this plan to prepare for the future regardless of what the future holds.

Current Estimates		Future Projections	
Year	Pop.	Year	Pop.
2000	1,382	2000	1,382
2002	1,401	2006	1,419
2004	1,422	2010	1,587
2006	1,405	2020	2,031
2009	1,369	2030	2,383
#change	-13	2040	2,400
%change	-0.90%	2050	2,500
		2060	2,600

current pop-1590 (2021)

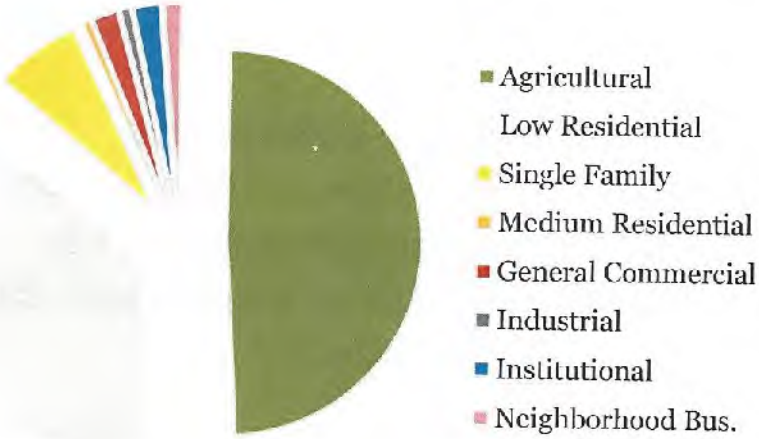
Land Area and Annexation

Land Use	Acres	Lots	Size
Agricultural	2511	100	20
Low Residential	1891	302	5
Single Family	366	586	0.5
Medium Residential	31	247	0.1
General Commercial	102		
Industrial	39		
Institutional	107		
Neighborhood Bus.	72		
Total	5119	1236	
Population		4079	

It is important for any community to have a suitable variety of land uses which complement its vision and are flexible enough to accommodate growth. This table is general based on the general plan map and include all lands within the city's current annexation policy plan. Please see the official zoning map (Attachment 3) for current regulations and zoning designations.

Land Use Mix

Having an adequate mix of land uses is important. This plan provides ample space for a variety of housing types, commercial and industrial activity, all while maintaining open space and agriculture.



Rural Planning and Design Principles

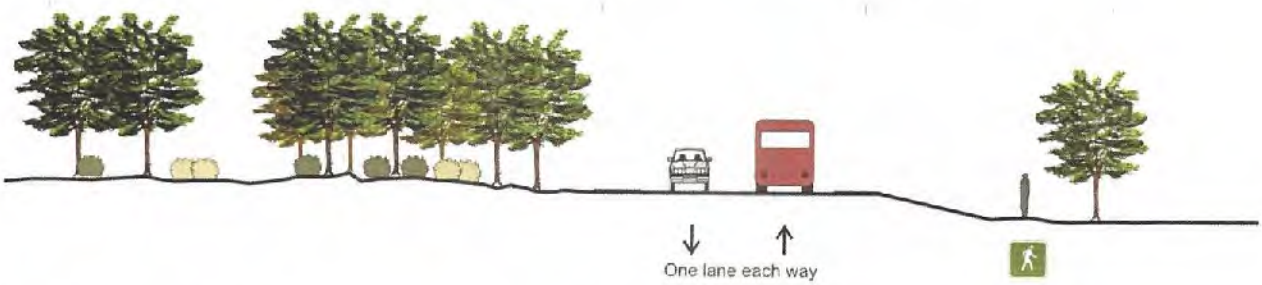
- A well defined development edge, with rural country side and rural density development beyond. New development will be designed to maintain a well defined edge.
- Wherever possible, public buildings should be located at important intersections. In new developments, prominent sites should be reserved for civic buildings and other public facilities and uses.
- New streets should be interconnected in clear, direct and understandable patterns. New streets should connect to existing streets whenever possible. ~~Dead end streets and curved streets~~ cul-de-sacs are appropriate only in response to topography or Coalville City design principles.
- New development streets should be built to city standards to accommodate cars, service and emergency vehicles. Streets should be designed for slow speeds and pedestrians, with sidewalks along at least one side.
- All streets should be built in accordance with the Coalville City Engineering Standards and Construction Specifications.
- Garages should be located so they do not become the dominant architectural feature of the structure or site. Detached garages to the rear of houses are encouraged.
- Alleys should be used for access to parking lots behind buildings with a mix of uses thereby reducing the need for unnecessary curb cuts and also provide access to garages behind narrow lots and attached residences.
- Streets should be lined with trees. Existing trees should be preserved. On new streets, indigenous species with broad canopies ~~and 1½ -2" minimum caliper trunks~~ should be planted ~~at 30 foot intervals.~~ standards should be in code.
- Sidewalks and/or trails are required in new developments. ~~They should be 5 feet wide except on commercial streets where they should be 8 to 16 feet wide.~~ On low traffic or one way streets with one lane of parallel parking, sidewalks or trails should be located on the parking side.
- Front porches are encouraged in new development. ~~They may encroach into the front setback.~~
- ~~Small~~ parking lots should be located to the rear or side of buildings. Wherever possible, rear lot lines should be linked by alleys and other internal circulation systems. Curb cuts and interruptions of the pedestrian space should be kept to a minimum.
- Corner parking lots are discouraged. If unavoidable, corner lots should use buildings, trees and sidewalks to define the street corner. Curb cuts should be minimized and located away from the corner. Parking lots should be screened from the street by buildings and landscaping.

Introduction

This element is designed to provide for the safe and efficient movement of people and goods in the City. The primary purpose of the Transportation Element is to balance current and future demands generated by the Land Use Element with roadway and trail improvements, thereby developing a long-range circulation system plan which would efficiently support future land development and ultimately the Coalville Vision.

New Roadways to the System

As new roadways are planned and developed within the city, they will be reviewed for compatibility with neighborhoods, footprint sensibility within hillside and sensitive environmental areas, and safety. In addition, all new roads must adhere to requirements found in the city codes, standards and the official Master Transportation Map. All future expansions must be planned and designed to be within the fiscal capacity of the City. These expansions must also maintain enough flexibility to evolve as needs and technology change. New transportation facilities should be designed to provide maximum durability and minimize maintenance costs.



Roadway Classification System

The city has three road classifications each playing a part to move people and goods to and from homes and business within and outside the city. Road classifications within this plan represent a local definition and description and are not intended to reflect any county, state or federal definitions. Rather they provide an effective method for designing a transportation system that fits the needs of the city.

Arterial	110 + ft	Only at specific locations
Collector	66 ft	Intersections and some driveways
Local	55 ft	Driveways.

ROW=Right-of-Way

Roadway Classification System

Arterial : is classified on one road within the city, Interstate 80. Serving as a regional and interregional facility, it is vital to the future of the community. Coalville will continue to work with UDOT to maintain good access to the interstate.

Collector: is classified on multiple roads within the city ~~each requiring 66 ft or right of way~~. These corridors carry traffic from the local neighborhoods to arterials. These roads will have more traffic than a local road. Speeds should be set appropriately. Driveways can access these roads, but new subdivisions should be designed to access local streets where applicable. Existing driveways should be designed to minimize the need to back onto collectors.

Local: is classified as all streets that are not classified as arterials or collectors. These are the neighborhood streets that handle local traffic. These roads should be designed with appropriate traffic calming techniques to keep speeds at levels conducive of residential neighborhoods. Lengthy through trips should be prohibited through design. ~~Whenever possible~~ The traditional grid pattern of local roads should be maintained where applicable.

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.

15%

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

Moderate Income Housing Element

Coalville City 2012 General Plan

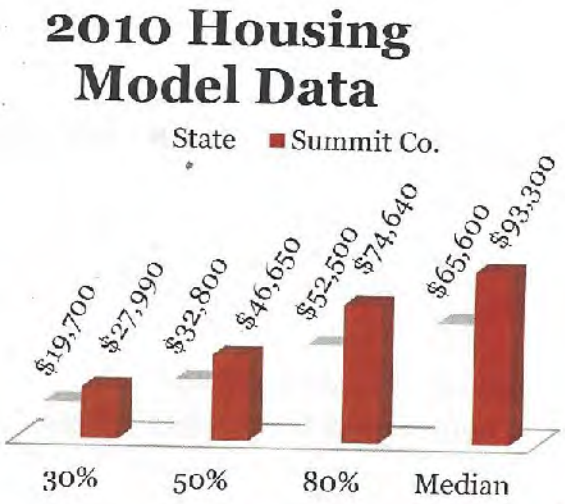
Introduction

Utah law requires that municipalities, through the general plan process, include a plan for moderate income housing addressing the following five issues:

1. An estimate of the existing supply of moderate income housing located within the municipality.
2. An estimate of the need for moderate income housing in the municipality for the next five years as revised bi-annually.
3. A survey of total residential zoning.
4. An evaluation of how existing zoning densities affect opportunities for moderate income housing.
5. A description of the municipality's program to encourage an adequate supply of moderate income housing.

Moderate Income Housing Defined

Moderate income housing is defined as "...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area (county) for households of the same size". The 2010 moderate income level for Summit County is $74,640 for a family of four. The inventories below are based on an affordable housing model and the 2010 moderate income level of Summit County.



The Current Inventory

MI Households = 77
MI Housing Units = 76
MI Housing Units Needed = 1

The Future Need

need to update

2016 MI Housing Units = 12
2021 MI Housing Units = 26

Don:

I've been reviewing the General Plan for updates/revisions. I have yet to be able to organize my thoughts and materialize them into something ready for City Council. I do have some thoughts for revisions to the Community Vision Statement:

"To be a vibrant and sustainable community with diverse and conscious growth, centered on its rural roots and honoring its unique heritage and history, while continuing our legacy of being a family oriented, friendly and wholesome neighborhood that is an inviting place to live, work and recreate."

I'll continue to review.

Stefanie Bowen

Brandon Brady

Update and/or include the following maps to the General Plan:

- Wetlands Mapping
- Viewshed Mapping
- Riparian Mapping

General Comments:

Public Input could be obtained from the following methods:

- Informal Setting
- Survey
- Mailer
- Questionnaire on Water Bill