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## Appendix A

### Public Involvement Summary

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## General Plan – General Survey Comment Summary

- We have received 294 Responses to the survey.
  - 109 Respondents identified themselves as Full-time Residents and 184 identified themselves as Second Homeowners
  - Of the 184 Second Homeowners, 144 do not use their home as an AirBNB or STR.
- Housing and Residential Development
  - 66% of FTR identified this as the issue of greatest importance to them and another 15% rated it as 2<sup>nd</sup>.

Of those who identified housing and residential development as the issue of greatest importance, the lack of affordable housing was mentioned frequently along with the impact that short term rentals were having on the cost of housing. Also, of concern is that STRs are limiting rental housing for seasonal service workers and pushing up rental prices for those who live in Garden City year-round.

Concerns about STR's also addressed the zoning that allows STRs in residential areas and the negative impact that they have on the FT residents (noise, garbage, traffic, etc.).

Short-term rentals were mentioned frequently as a concern. There is a perception that developers are building STR's faster than the infrastructure of the City can sustain and contribute to traffic and congestion without caring for or contributing to the community character of Garden City.

- Parks and Trails was identified as the 2<sup>nd</sup> issue of greatest importance

Respondents that identified Parks and Trails as being priority to them mentioned that they enjoyed being able to take advantage of the natural beauty of the Bear Lake and enjoy the outdoors with family and see trails as an valuable resource for the community but also for tourists. A few respondents mentioned having more parks would be beneficial.

- Economic Development and Tourism and Transportation
  - Economic Development and Tourism was the main concern for 9% of respondents
  - Transportation was the main concern for 10% of respondents

Respondents voiced a concern for year-round services for FTR as well as being able to draw tourists throughout the year by adding recreational amenities.

Transportation was addressed mainly in the framework of congestion during the tourist season and the hazards that high traffic posed to pedestrians as well as making it difficult for FTR to get around the community.

- 79% of Second Homeowners reported not using their home for STR or AirBNB.

- 50 % of Second Homeowners identified Housing and Growth as the issue of most importance to them.

Second Homeowners had many of the same concerns as full-time residents and voiced a strong sense of investment in the community. They are concerned about STRs not respecting the community character and also the number of STR that were being built in Garden City.

- Economic Development and Tourism was the issue that was identified by 22% of Second Homeowners as being their main concern.
  - Respondents identified over-crowding and over development as concerns
  - Desire to increase the number of year-round activities and tourist opportunities

Second Homeowners voiced concerns about over-crowding and the impact that this will have on the lake and surrounding community. These comments often came from those who had been second homeowners for many years.

19 Second Homeowners specifically voiced concerns over the large RV park.

- Parks and Trails were close behind Economic Development and Tourism with 19% identifying it as the main issue of importance to them
  - Enjoy the trail network and would like to see it expanded
  - See it as an important amenity and reason for having a second home



## Garden City General Plan Community Survey

**We need your input!**

**Please take the time to complete the survey. Your responses will help to draft a General Plan that is in line with the needs and concerns of the residents of Garden City. We will be sending out another detailed survey in the upcoming months so you will have another opportunity to provide feedback. The survey link will also be available on the Garden City Website. If you would like to provide feedback or comment outside of the survey format, you can email us at [comments@GardenCitygeneralplan](mailto:comments@GardenCitygeneralplan).**

**1. Are you a full-time resident or second homeowner?**

- ☐ Full-time resident
- ☐ Second homeowner

**2. If you are a full-time resident, do you own or rent your home?**

- ☐ Own
- ☐ Rent

**3. If you are a secondary homeowner, do you use your home as a short-term rental or AirBNB?**

- ☐ Yes
- ☐ No

4. Please rank the following issues in order of importance to you, one (1) being the most important and four (4) being the least important.



Housing and Residential Development



Transportation



Economic Development and Tourism



Parks and Trails

5. For the issue listed above that you chose as being the most important to you, please tell us why you chose that issue.

6. Please rank the following public services in order of satisfaction with one (1) being LEAST satisfied and six (6) being MOST satisfied.



Water



Sewer



Garbage



Road Maintenance



Emergency Services



City Parks and Facilities

7. For the public service that you ranked as being the least satisfied, please explain why you are not satisfied.

8. Please provide any other information that you would like us to know.

9. Would you be willing to participate in additional surveys for the General Plan

☐

Yes

☐

No

10. If you would like to be informed of progress on the General Plan, including opportunities for comments, please provide your contact information. This information will be kept confidential as will your survey responses.

|                 |                                          |
|-----------------|------------------------------------------|
| Name            | <input type="text"/>                     |
| Address         | <input type="text"/>                     |
| City/Town       | <input type="text"/>                     |
| State/Province  | <div>-- select state --<div></div></div> |
| ZIP/Postal Code | <input type="text"/>                     |
| Email Address   | <input type="text"/>                     |

## Public Involvement Garden City Community Survey #2 Summary

### Introduction

The Garden City General Plan Survey #2 went deeper into concerns that were identified in the initial survey. We asked specific questions in the area of land use, commercial and residential development and zoning, transportation and connectivity, parks and trails, and economic development and tourism.

This summary will detail the results of the survey including the percentage of each response and a summary of the comments. The survey was open from December 6 to January 31.

### How was the survey publicized?

A flyer announcing the survey was sent to each PO Box within the zip code of 84028. A reminder email was sent to all the full-time residents who provided email addresses in the previous survey and indicated they would be willing to participate in additional surveys.

### Who Responded?

There were 74 responses to the survey with 82% of the responses coming from those who identified themselves as full-time residents (Question 2) It should be noted that given the wide distribution of the survey and several incomplete responses to Question 1 (requested address of respondent), we have erred on the side of including those who may live just outside the town boundaries as full-time residents.

### Survey Responses

All response summaries are based on responses from full-time residents.

Q3: This question addressed how Garden City should manage Planned Unit Development and Planned Residential Unit Development (PUD/PRUD).

The majority of respondents (69%) indicated that they would prefer that PUD/PRUD be restricted to specific zones with minimum modifications to the underlying zone and that compatibility with existing development should be prioritized.

Only 3% of respondents believe that PUD/PRUD should be allowed in all zones with minimum modifications and compatibility with existing development as a priority.

Twelve percent of respondents felt that they should continue to be allowed in all zones as outlined in the existing zoning ordinance.

Of the 16% that chose other, there was a consistent theme that the PUD/PRUD should be compatible with the underlying zone and that there should be a tangible public benefit (parks and open spaces) provided

by the developer and that roads and parking were not a substantial public benefit considering the impact of the density associated with PUD/PRUD. Concerns about excessive development, using PUD/PRUD to circumvent the zoning ordinance and the impact on infrastructure were also common concerns voiced by respondents.

Q4: This was a follow-up question regarding PUD/PRUD and asked respondents who felt that PUD/PRUD's should be restricted to specific zones, which zones they would consider appropriate of the zones currently in the zoning ordinance. Respondents were allowed to choose multiple zones.

The zones favored for PUD/PRUD were Hotel/Motel (65%), Multi-Family Residential (56%) and Commercial (52%). Beach Development (31%), Highway Commercial (27%) and Single Family Residential (25%) were determined to be less suitable with Residential Estate/Agriculture (20%), Manufacturing (13%) and Hillside Estate (11%) the least suitable zones for PUD/PRUD.

Q5: Also a PUD/PRUD follow-up, this question asked respondents to rank from 1-5 (one being the most important and five being the least important) the importance of certain criteria when approving a PUD/PRUD. In addition to the percentage of respondents, each question also has a score between zero and five which combines all responses for an overall ranking number.

Compatibility with the underlying zone had the highest number of respondents ranking it as the top priority with 29% and 22% ranking it as second with an overall value of 3.98; compatibility with the existing and/or surrounding development was ranked first by 28% and second by 33% of respondents with an overall value of 4.31. Only 12% of respondents ranked traffic (including entrances and exits on to main roads) as their top priority, 36% ranked it third highest priority and 22% of residents placed it second. The overall score for traffic of 4.02 identifies it as being the second highest priority across all respondents.

Q6: Respondents were asked to choose from four options as to what amenities should be required of developers in exchange for a density bonus and also given the option to choose "None, density bonuses should not be allowed". This option was selected by 55% of respondents with amenities of parks and open space (41%), trails (36%) and a tie between improved roads around the development and off-street parking and storage (28%).

Q7: Respondents were asked to identify the type of development they would like to see along Paradise Parkway between Buttercup and the town's northern border.

The majority of respondents (36%) would like to see an even mix of residential and commercial development while 29% of residents would like to limit future development to single family homes. Some respondents (26%) chose "other" and provided feedback. Common themes included Garden City being too developer friendly and that more demands should be made of developers regarding amenities provided in exchange for density bonuses. Concerns about the number of short-term rentals and the lack of long term/workforce housing was mentioned as well as an overall desire to limit the amount of development in Garden City.

Q8: Respondents were asked to rank safety and traffic movement improvements along SR-30 with one being the most important and six being the least; responses were combined to give an overall score between zero and six for this question as well.

Designated pedestrian walkways had an overall score of 4.59 with 28% ranking it their top priority and 30% ranking it second. Providing designated turn lanes was the main priority for 32% and had an overall value of 4.06. Other options in order of overall score were buffers between travel lanes and pedestrian walkways (3.91), designated crosswalks with traffic signals (3.34), designated on street parking areas (2.72) and lower speed limits (2.43).

Q9: The survey asked respondents views on connectivity and walkability, particularly east-west access.

Increased east-west connectivity from Highway 89 to Buttercup was the priority for 48% and 44% would like to see greater east-west connectivity further north at the intersection of 300 West and SR-30 south to Highway 89 and an equal number (44%) would like to see greater north-south connectivity in the same area. Those respondents that chose other (26%) mentioned limiting motorized vehicles on pedestrian walkways and trails, the need for sidewalks, the importance of making all roads safe by limiting slopes and blind spots in hilly areas. Respondents also took the opportunity to repeat concerns regarding Garden City being developer friendly and making decisions on infrastructure to benefit developers rather than residents.

Q10: Respondents were asked to identify improvements and/or amenities they would like to see in the existing parks. Survey allowed respondents to choose multiple answers.

Increased connectivity to the beach area was identified by 63% of respondents and 57% would like to have pavilions and picnic tables added to parks. Increased parking, improved playgrounds and improved ADA accessibility received the support of approximately 30% of respondents. For those who chose other (26%), bathrooms with flush toilets and sinks are the main concern, particularly at Heritage Park. Providing more small parks throughout the town rather than a large complex-like park was also mentioned frequently.

Q11: Reserving sidewalks and trails along SR-30 to non-motorized use is extremely popular with 74% of respondents indicating they would support limits on motorized vehicles. Comments expressed concerns over the safety of motorized vehicles interfacing with pedestrians during the very crowded summer tourist season.

Q12: Respondents were asked to indicate which improvements they would like to see on existing trailheads. They were given five options and a comment section for additional feedback.

Improved directional and informational signage (77%), garbage and recycle bins (64%) and bathrooms (55%) were the most desired amenities. Connectivity within the entire trail network was mentioned frequently in the comments; partnering with the state and county to improve the regional trail network is supported by numerous comments.

Q13: Following up on the previous question, respondents were asked if they had a desire for additional trailhead and if they did, where would they like to see them located.

The majority of respondents (58%) expressed no desire for additional trailheads. Those in support of additional trailheads identified Pickleville, Garden City Canyon, Guss Point, Peter Sinks and the foothills. Commenters emphasized the importance of keeping motorized vehicle (including E-bikes) trails separate from hiking and pedal biking trails.

Q14: The subject of Short-Term Rentals (STR) as an economic driver for Garden City but also presenting challenges was the focus of this question. A comment section was provided.

Half of respondents believe that STR should be allowed in certain zones as a conditional use. Allowing them in all zones but with strict conditional use provisions was favored by 15% of residents. Regulating STR through the business licensing process was favored by 19% and 15% felt that due to the reliance on revenue, the development of STR should not be limited.

This question generated a lot of comments and the importance of regulating or providing a greater level of control over them to mitigate the problems associated with STR was a constant theme. Specific concerns include:

- Large homes that have numerous bedrooms and bathrooms and can accommodate large groups of twenty or more should be regulated differently than smaller homes that are used as STR.
- STR are pushing out long-term rentals needed for workforce housing.
- Excessively large homes that will be used for STR should be treated more as a lodge or hotel and limits on where in the town they are allowed should be strictly enforced.
- Bad behavior from renters should be addressed more forcefully.
- Concerns about the number of STR and changing the community character of Garden City

Q15: As a follow up to the above question, respondents were asked to identify the where, based existing zoning, they felt STR were appropriate. More than one option was allowed.

- |                             |     |
|-----------------------------|-----|
| • Hotel/Motel               | 74% |
| • Multi-family residential  | 63% |
| • Commercial                | 50% |
| • Recreational Residential  | 40% |
| • Beach Development         | 32% |
| • Single-family residential | 26% |
| • Highway Commercial        | 24% |
| • Hillside Estates          | 18% |
| • Residential Estates       | 13% |
| • Manufacturing Zone        | 3%  |

Q16: Respondents were asked to give feedback on the development of a distinct Town Center located at approximately 200 North to 250 South along SR-30. A comment section was provided.

Giving the area a distinctive look and feel using design standards, improvements and directional signage was supported by 49% of residents and 45% supported keeping the area mainly for retail and food establishments with locally owned businesses encouraged to locate in the area. Encouraging business development in other areas due to a feeling that this area already had enough going on was supported by 17%. Only 12% of respondents felt that the area should cater to tourism and seasonal establishments with businesses focused on full time residents should be encouraged to locate away from this area.

Commenters expressed concern about the congestion in the area and the potential increase if it was set up as a Town Center. Others expressed concern about commercial development extending into residential neighborhoods and once again, mentioned the growth of STR in areas zoned for single family. Others were in support of the idea since the area, by default, has become a draw for tourists and support was also given to commercial development along SR-30 and limiting residential in the area.

Q17: Preservation of night skies and limiting the impacts of ambient light were addressed in this question. A comment section was provided to allow for those who responded "other".

Most respondents (42%) felt that the Dark Sky ordinance should be strengthened and strictly enforced. Others (25%) felt that the existing ordinance was sufficient but that it needed to be enforced consistently. Incentivizing developers and property owners to utilize dark sky friendly lighting was supported by 13% of residents and 8% felt that a Dark Sky ordinance wasn't needed.

Comments focused on the current lack of enforcement and were concerned that enforcing the ordinance moving forward would not be a priority.

Q18: Requested Demographic Information.

The question was answered by 33 people and 27 chose to skip this question.



## Garden City General Plan Survey #2

Garden City continues to work on updating the General Plan. We are ready to move to the nuts and bolts of the process and need your input. This survey will ask questions about Land Use, Economic Development, Transportation & Parks & Trails. Some terms and definitions you may need to know for the survey are included below as well as a Existing Zoning Map for Garden City.

**Conditional Use:** A land use that (because of its unique characteristics or potential impact on the municipality, surrounding neighbors, or adjacent land uses) may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

**Planned Unit Development/Planned Residential Unit Development (PUD/PRUD)-** means the development of a discrete parcel or group of parcels of land in which the standard land use regulations may be modified or waived in order to promote beneficial development accentuating mixed-use, useable open space, recreational uses, public amenities, community housing, & harmonious development with surrounding properties. Used to encourage and enable mixed-use & residential developments.

**Residential Estate/Agricultural Zone:** Large lot residential estate of a rural character together with a limited number of livestock activities in which the primary use involves raising, producing or keeping plants or animals.

**Single Family Residential:** Low-density residential neighborhoods may be established, maintained & protected.

**Multi-Family Residential:** Provides appropriate locations for apartment house neighborhoods. The regulations permit a variety of multi-family dwellings & necessary public services & activities. Certain retail and service activities which are in harmony with the intent of the regulations are allowed, subject to control.

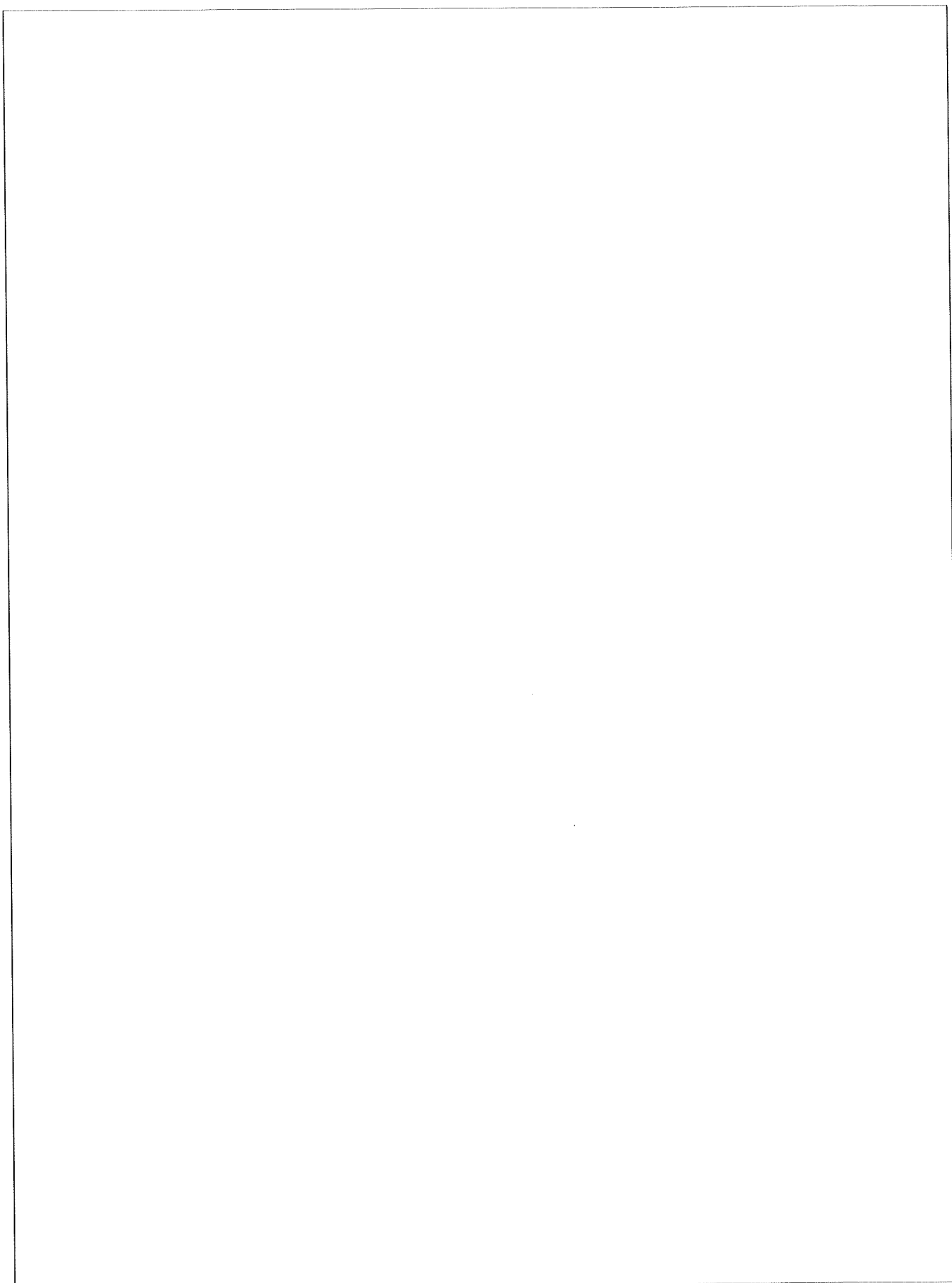
**Recreational Residential:** Provides appropriate areas for recreational residential developments & related services & activities. Certain retail and service activities which are in harmony with the intent of this chapter are allowed subject to controls and approvals.

**Hillside Estate:** Low-density residential above the Garden City Canal, meant to protect the natural beauty & wildlife.

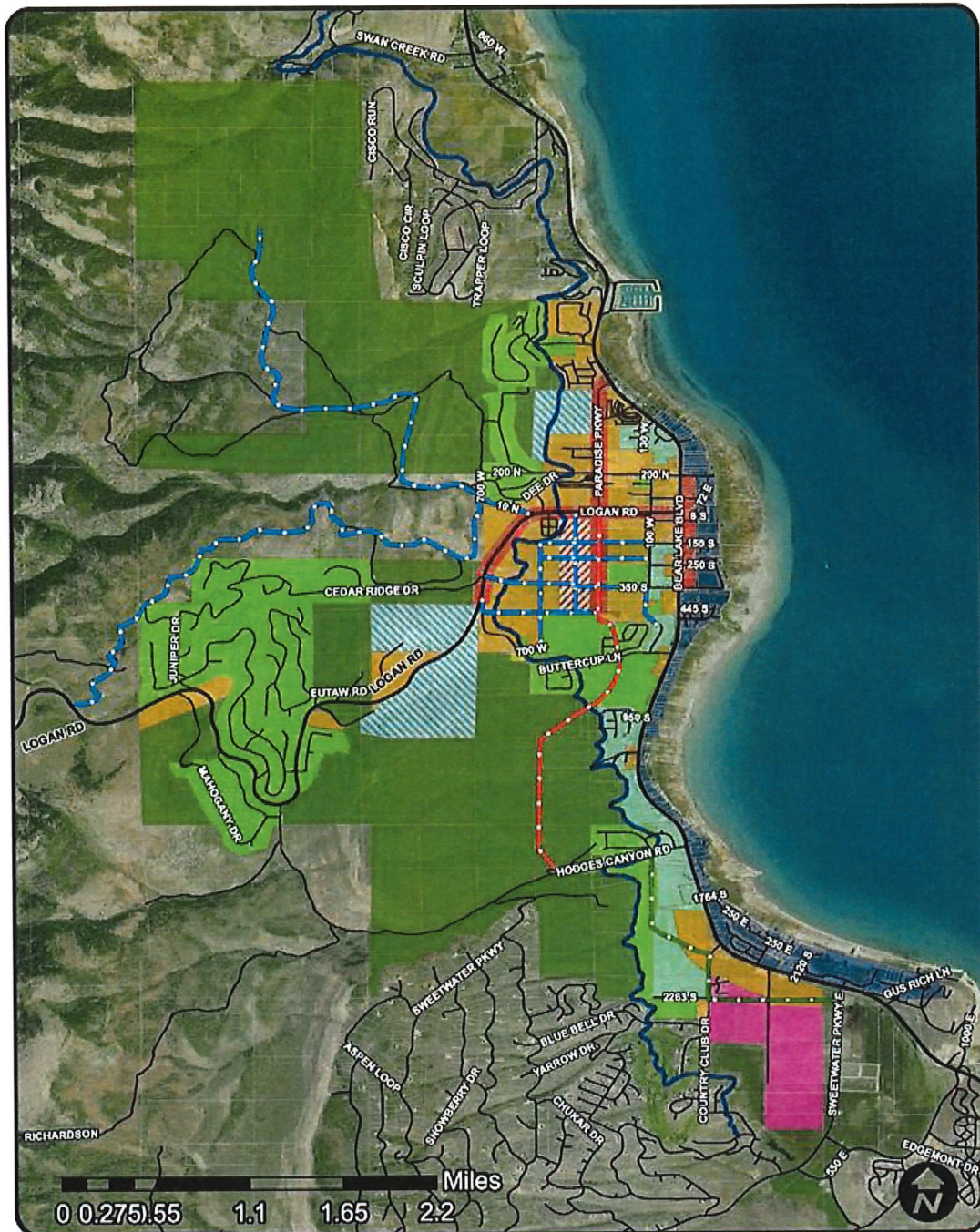
**Commercial:** Provides areas for retail & service activities in locations convenient to serve residents & is compatible with tourism & protects surrounding residential property.

**Beach Development:** Provides areas along the shoreline of Bear Lake for public & private water-oriented recreational and residential activities.

**Manufacturing:** Provides areas where industries necessary & beneficial to the economy may operate.



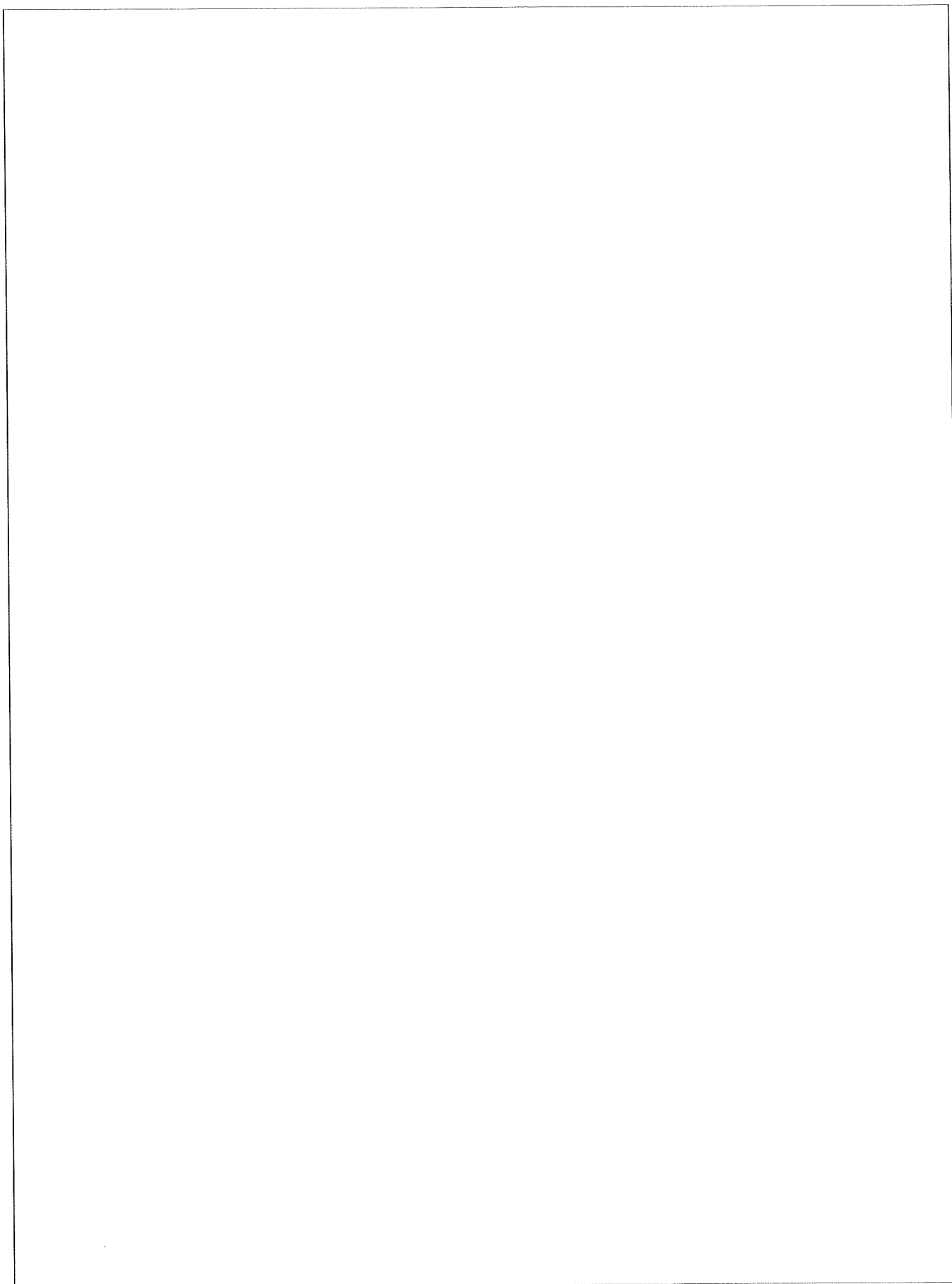
## Existing Zoning



## GARDEN CITY - FUTURE LAND USE & ZONING

### Legend

- |                     |                   |                  |                           |
|---------------------|-------------------|------------------|---------------------------|
| Future Streets      | Canal             | C3               | Recreational Residential  |
| Paradise Parkway    | Beach Development | County           | Residential Estate        |
| Pickleville Parkway | C1                | Hillside Estates | Single Family Residential |
| Existing Roads      | C2                | Hotel/Motel      |                           |





## Garden City General Plan Survey #2

1. Information gathered in this survey will be used for the Garden City and Rich County General Plan update, particularly the Parks and Trails and Transportation related questions. In order to sort responses appropriately, please provide your physical address (not PO Box). All responses will be evaluated and included as part of the public involvement component of the General Plan Updates.

2. Are you a full-time resident or second homeowner/seasonal resident?

- ☐ Full-time resident
- ☐ Second homeowner/seasonal resident

3. How should Garden City manage PUD/PRUDs?

- ☐ Continue to allow them in all zones as outlined in the existing zoning ordinance
- ☐ Allow them in all zones with minimum modifications to the underlying zone and prioritize compatibility with existing development.
- ☐ Restrict them to specific zones with minimum modifications to the underlying zone and prioritize compatibility with existing development.
- ☐ Other (please specify)

4. If you feel that PUD/PRUDs should only be allowed in certain zones, which zones do you feel are appropriate? (check all that apply)

☐ Residential Estates/Agricultural (RE/AG)

☐ Highway Commercial (HC)

☐ Single Family Residential (R-1)

☐ Beach Development (BD)

☐ Multi-family Residential (MFR)

☐ Hotel/Motel Zone (H/M)

☐ Hillside Estates (HE)

☐ Manufacturing Zone (M)

☐ Commercial Zone (C)

5. When considering approval of a PUD/PRUD , which issues should be primary for the Planning Commission/Town Council? Please rank with 1 being the most important and 6 being the least important.



Compatibility with underlying zone



Compatibility with existing/surrounding development



Traffic, including entrance and exit on to main roads



Dark Skies and impact on sensitive lands



Parking



Impact on infrastructure

**6. Often developers desire higher densities than allowed in a given zone. Garden City may allow higher density in return for the developer providing a benefit or amenity to the community. Which amenities would you like to see developers provide in exchange for being granted a density bonus? Check all that apply.**

- ☐ None, density bonuses should not be allowed
- ☐ Parks and Open Space
- ☐ Trails
- ☐ Improved roads around the development
- ☐ Off street parking/storage area for RVs, campers and trailers

**7. Current zoning is resulting in higher density development, both residential & commercial, in areas bordering Paradise Parkway & between Buttercup & Garden City's northern boundary. What type of development would you like to have occur in this area?**

- ☐ Less commercial development and more residential development
- ☐ Less residential development and more commercial development
- ☐ An even mix of residential and commercial development
- ☐ Limit future development to single family homes
- ☐ Other (please specify)



## **Garden City General Plan Survey #2**

### **Transportation**

The main traffic corridors in Garden City (SR 30 and Highway 89) are not owned by Garden City and the ability to make decisions regarding these roads is limited. However, your input on traffic, road improvements and safety are still important considerations.

Additionally, we want to know your thoughts on Parks, Trails and Active Transportation (bike lanes, pedestrian walkways, etc.) This section of the survey will ask questions relating to these subjects.

8. What improvements would you like to see along State Road 30 that would improve safety and traffic movement? Please rank with 1 being the most important and 6 being the least.



Designated pedestrian walkways



Buffers between travel lanes and pedestrian walkways



Lower speed limits



Designated crosswalks with traffic signals



Designated turn lanes



Designated on street parking areas

**9. Currently, there is limited east-west pedestrian access, except on main roads. Where would you like to see pedestrian access routes/trails to improve east-west connectivity and walkability? Check all that apply.**

- ☐ More north-south connectivity in the area from Mike's Market (intersection of 300 West and SR-30) south to Highway 89.
- ☐ More east-west connectivity in the area from Mike's Market (intersection of 300 West and SR-30) south to Highway 89.
- ☐ More north-south connectivity from Highway 89 to Buttercup
- ☐ More east-west connectivity from Highway 89 to Buttercup
- ☐ Other (please specify)

**10. What improvements/amenities would you like to see in the existing parks? Check all that apply.**

- |                                                               |                                                                                |
|---------------------------------------------------------------|--------------------------------------------------------------------------------|
| <input type="checkbox"/> Increased connectivity to beach area | <input type="checkbox"/> Additional sports fields                              |
| <input type="checkbox"/> Increased parking capacity           | <input type="checkbox"/> Pavilions and picnic tables                           |
| <input type="checkbox"/> Improved playgrounds                 | <input type="checkbox"/> Improved ADA (Americans with Disabilities Act) access |
| <input type="checkbox"/> Other (please specify)               |                                                                                |

**11. Trails & pedestrian walkways along SR-30 are often crowded during the summer months. Would you favor reserving the use of sidewalks & trails to pedestrians and non-motorized transportation (i.e. prohibiting e-bikes, motorized scooters, etc.)?**

- ☐ Yes
- ☐ No

**Comments:**

**12. How would you like to see existing trailheads improved? Check all that apply.**

☐ Improved directional and informational signage

☐ Water fountains

☐ Garbage and recycle bins

☐ Bathrooms

☐ Other (please specify)

**13. Do you have a desire for additional trailheads? If yes, where?**

☐ Yes

☐ No

**Trailhead Location**



## **Garden City General Plan Survey #2**

### **Economic Development and Tourism**

Tourism generates a lot of revenue for Garden City and is a primary driver of Economic Development. We would like to have your input on how Garden City can encourage locally owned businesses, develop year-round opportunities and address concerns that often go with being a resort community.

**14. Short-Term Rentals (STR) provide a significant source of tourism revenue for Garden City but also come with their own set of challenges. Current zoning allows for STR's in all zones as a conditional use. Do you support changes in how STRs are managed in Garden City?**

- ☐ Yes, short-term rentals should only be allowed in certain zones as a conditional use.
- ☐ Yes, short-term rentals should be allowed in all zones but with strict provisions to meet as a conditional use.
- ☐ Yes, short-term rentals should have greater restrictions put on them as part of the business licensing process.
- ☐ No, Garden City relies on short-term rentals for revenue and we should not discourage development.

**Comments**

|  |
|--|
|  |
|--|

**15. If you feel that short-term rentals should only be allowed as a conditional use in certain zones, what zones do you support? Check all that apply.**

- |                                                                   |                                                  |
|-------------------------------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Residential Estates/Agricultural (RE/AG) | <input type="checkbox"/> Commercial (C)          |
| <input type="checkbox"/> Single Family Residential (R-1)          | <input type="checkbox"/> Highway Commercial (HC) |
| <input type="checkbox"/> Multi-family Residential (MFR)           | <input type="checkbox"/> Hotel/Motel (H/M)       |
| <input type="checkbox"/> Recreational Residential (RR)            | <input type="checkbox"/> Beach Development (BD)  |
| <input type="checkbox"/> Hillside Estates (HE)                    | <input type="checkbox"/> Manufacturing Zone (M)  |

**16. The area along SR-30 from approximately 200 North to 250 South is a natural draw for tourists and full-time residents. Would you like to see this area developed as a distinct Town Center?**

- ☐ Yes, there should be design standards, improvements and directional signage to give the area a distinctive look and feel.
- ☐ Yes, this area should be mainly retail and food establishments and locally owned businesses should be encouraged to locate in this area.
- ☐ No, there is already enough going on in this area and retail business should be encouraged else where in Garden City.
- ☐ This area should cater to tourism and seasonal establishments and businesses that are targeted to full time residents should be located away from the this area.

**Comments**

**17. Many rural cities and towns in Utah are working to preserve their night skies to support light-sensitive wildlife populations, ensure their residents have access to dark skies, and enhance their tourism industry. Garden City has a Dark Sky ordinance. How should Garden City manage Dark Sky and ambient light?**

- ☐ The Dark Sky Ordinance should be strengthened and strictly enforced.
- ☐ Property owners and developers should be incentivized to utilize dark sky friendly lighting.
- ☐ The Dark Sky Ordinance as written is sufficient but should be more consistently enforced.
- ☐ We don't need a Dark Sky Ordinance
- ☐ Other (please specify)

**18. If you would like to be added to our email list, please provide your contact information below.**

**Name**

**Address**

**City/Town**

**State/Province**

**ZIP/Postal Code**

**Email Address**

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## Appendix B

### Annexation Plan

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## GARDEN CITY, UTAH

### AMENDED MASTER POLICY DECLARATION

November 14, 2002

#### **I. Area of Expansion**

The area in which the Town of Garden City anticipates expanding its municipal boundaries, provide that the proposed annexations comply with the policies of this declaration and the Utah Boundary Commission Act, is shown on the map attached.

#### **II. Character of Garden City**

Garden City is located on the western shores and foothills of Bear Lake in Rich County, Utah. The settlement was established in the late 1800's and was enlarged with the addition of adjacent Pickleville in 1979 to establish a regional water system. In terms of acreage, it is the largest town in Rich County. The permanent population is slightly over 350 people but influx of recreational homeowners and visitors during the summer expands the population to thousands. Although, this rural town originally relied on agriculture and ranching as its primary industries, recreation and raspberries have now become dominate. Recreation and its associated activities now account for the majority of the tax base, both property and sales taxes. It is mandatory that the rural, inviting nature of the area and the unique environmental aspects be protected. Ecosystem protection of Bear Lake, uncluttered views and the security the area offers for its inhabitants are an integral part of Garden City's future. The agricultural industry associated with

the expanding raspberry crops and the commercial spin offs are also important in the area. Land and open space need to be preserved for the future expansion of this endeavor.

The municipal services provided by Garden City include culinary water, city streets, bike and pedestrian path, and street lights. Rich County is responsible for law enforcement and garbage removal. Three special service districts exist in Garden City. They include sewer, fire and cemetery. Education facilities for the Town are provided by the Rich County School District in Laketown and Randolph. The most significant challenge in the future expansion of Garden City is to have the ability to provide municipal services to widely fluctuating and diverse population base.

### **III. Utah Boundary Act Criteria**

For the purposes of annexing property within the "Area of expansion" described in Article I, the specific criteria set forth in Section 10-2-401 to 423 in the Utah Code Annotated, 1953, as amended and summarized as follows, shall be met by each annexation request:

1. Be contiguous with the Town of Garden City
2. Be within the area projected for expansion
3. Not be within another municipality
4. Not create new unincorporated islands

### **IV. Town of Garden City Annexation Criteria**

Applicant agrees:

1. For those services extended from Garden City to the area of annexation, to pay or otherwise agree to installation and service rates as determined by the Town.

2. That all water lines, streets and other facilities needed to extend services to the annexed area shall be built to Town specifications.

3. Not to alter or develop land without first submitting plans to the Garden City Planning and Zoning Commission for their review and recommendations to the Town Council and subsequent action.

4. Not to utilize the land for any use which would be determined by the Town Council to adversely effect the health, safety and welfare of the citizens of Garden City.

5. To comply with the Town's existing street layout and master plan.

6. Not to build any streets or other public improvement on buildings except in accordance with the Town's applicable ordinances, standards and specifications.

7. To dedicate all necessary easements and right-of-ways for utilities and access.

8. To provide access for public emergency vehicles on all private roads within the annexed area.

9. To provide parks and/or open spaces as requested by the Town.

10. To establish appropriate zoning of land pursuant to the Garden City Zoning Ordinances and the Utah Code.

11. To indemnify and hold the Town harmless from any and all damages.

12. The municipal snow removal and road maintenance is available to those improved streets legally accepted as part of the Garden City road system.

#### **V. Service Needed (Rate of Expansion)**

The town reserves the right to only provide culinary water service to the territory of expansion at a rate that does not place a financial burden or limit and cause a shortage in supply

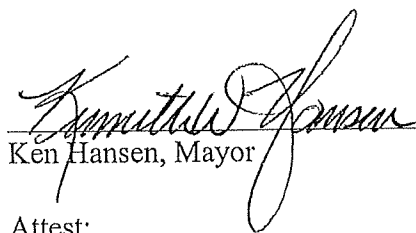
to the current Town area. Existing irrigational rights on annexed property may need to be dedicated to the Town for future conversion to culinary rights as agricultural properties are developed, as stated in Garden City Resolution #R01-01.

## VI. Tax Consequences

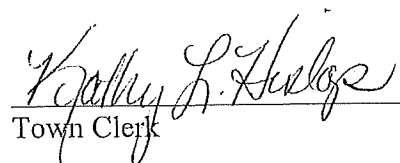
It is estimated that the only tax consequences to the new territory shall be that the new territory shall be subject to the same taxing as the annexing territory. It is contemplated that no other adverse tax impact will be imposed upon any other affected entity. Tax revenues will increase to the various taxing entities due to the change in property value after it has been developed.

A Public Hearing was held on the 14<sup>th</sup> day of November, 2002 following a twenty day public notice. This document and exhibits were adopted by the Town Council of Garden City on the 14<sup>th</sup> day of November, 2002.

APPROVED:

  
\_\_\_\_\_  
Ken Hansen, Mayor

Attest:

  
\_\_\_\_\_  
Kathy L. Hodge  
Town Clerk



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2 050

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UTAH

# Town of Garden City

## November 2002

B E A R L A K E

Elevation 1805

CISCO BEACH  
STATE RECREATION AREASOUTH EDEN BEACH  
STATE RECREATION AREARENDEZVOUS BEACH  
STATE RECREATION AREA

City



County



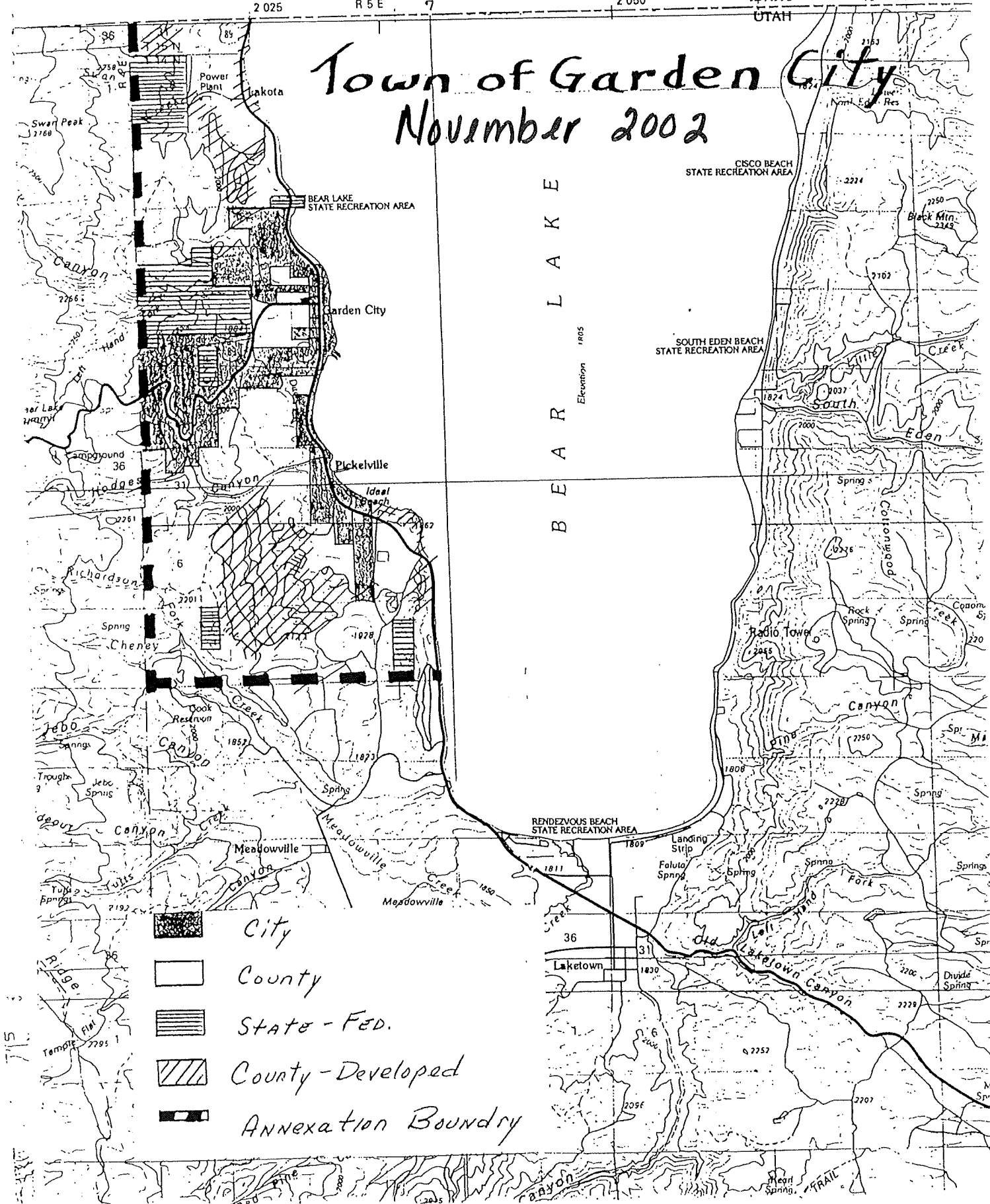
State - Fed.



County - Developed



Annexation Boundry



## GARDEN CITY, UTAH

### AMENDED MASTER POLICY DECLARATION

February 4, 1996

#### **I. Area of Expansion**

The area in which the Town of Garden City anticipates expanding its municipal boundaries, provide that the proposed annexations comply with the policies of this declaration and the Utah Boundary Commission Act, is shown on the map attached.

#### **II. Character of Garden City**

Garden city is located on the western shores and foothills of Bear Lake in Rich County, Utah. The settlement was established in the late 1800's and was enlarged with the addition of adjacent Pickleville in 1979 to establish a regional water system. In terms of acreage, it is the largest town in Rich County. The permanent population is slightly over 200 people but influx of recreational homeowners and visitors during the summer expands the population to thousands. Although originally this rural town relied on agriculture and ranching as its primary industries, recreation and raspberries have now become dominate. Recreation and its associated activities now account for the majority of the tax base, both property and sales taxes. It is mandatory that the rural, inviting nature of the area and the unique environmental aspects be protected. Ecosystem protection of Bear Lake, uncluttered views and the security the area offers for its inhabitants are an integral part of Garden City's future. The agricultural industry associated with

the expanding raspberry crops and the commercial spin offs are also important in the area. Land and open space need to be preserved for the future expansion of this endeavor.

The municipal services provided by Garden City include culinary water, city streets, bike and pedestrian path, and street lights. Rich County assists with snow removal and is responsible for law enforcement and garbage removal. Three special service districts exist in Garden City. They include sewer, fire and cemetery. Education facilities for the Town are provided by the Rich County School District in Laketown and Randolph. The most significant challenge in the future expansion of Garden City is to have the ability to provide municipal services to widely fluctuating and diverse population base.

### **III. Utah Boundary Act Criteria**

For the purposes of annexing property within the "Area of expansion" described in Article I, the specific criteria set forth in Section 10-2-401 to 423 in the Utah Code Annotated, 1953, as amended and summarized as follows, shall be met by each annexation request:

1. Be contiguous with the Town of Garden City
2. Be within the area projected for expansion
3. Not be within another municipality
4. Not create new unincorporated islands

### **IV. Town of Garden City Annexation Criteria**

Applicant agrees:

1. For those services extended from Garden City to the area of annexation, to pay or otherwise agree to installation and service rates as determined by the Town.

2. That all water lines, streets and other facilities needed to extend services to the annexed area shall be built to Town specifications.

3. Not to alter or develop land without first submitting plans to the Garden City Planning and Zoning Commission for their review and recommendations to the Town Council and subsequent action.

4. Not to utilize the land for any use which would be determined by the Town Council to adversely effect the health, safety and welfare of the citizens of Garden City.

5. To comply with the Town's existing street layout and master plan.

6. Not to build any streets or other public improvement on buildings except in accordance with the Town's applicable ordinances, standards and specifications.

7. To dedicate all necessary easements and right-of-ways for utilities and access.

8. To provide access for public emergency vehicles on all private roads within the annexed area.

9. To provide parks and/or open spaces as requested by the Town.

10. To establish appropriate zoning of land pursuant to the Garden City Zoning Ordinances and the Utah Code.

11. To indemnify and hold the Town harmless from any and all damages.

12. The municipal snow removal and road maintenance is available to those improved streets legally accepted as part of the Garden City road system.

#### **V. Service Needed (Rate of Expansion)**

The town reserves the right to only provide culinary water service to the territory of expansion at a rate that does not place a financial burden or limit and cause a shortage in supply to

the current Town area. Existing irrigational rights on annexed property may need to be dedicated to the Town for future conversion to culinary rights as agricultural properties are developed.

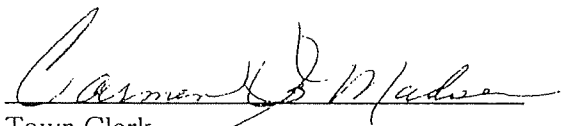
## VI. Tax Consequences

It is estimated that the only tax consequences to the new territory shall be that the new territory shall be subject to the same taxing as the annexing territory. It is contemplated that no other adverse tax impact will be imposed upon any other affected entity. Tax revenues will increase to the various taxing entities due to the change in property value after it has been developed.

A Public Hearing was held on the 14<sup>th</sup> day of March, 1996 following a twenty day public notice. This document and exhibits were adopted by Resolution of the Town Council of Garden City on the 14<sup>th</sup> day of March, 1996.

  
\_\_\_\_\_  
Bryce R. Nielson, Mayor

Attest:

  
\_\_\_\_\_  
Town Clerk

