

# HARRISVILLE GENERAL PLAN

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ADOPTED 2019

*Building a brighter future for our community*



**SPECIAL THANKS TO**  
Harrisville Mayor, City Council, and Staff

**DEVELOPED WITH**



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# INTRODUCTION

## ROLE OF THIS PLAN

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

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

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

## PLAN DEVELOPMENT

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

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

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

# VISION

## CITY VISION

The City's vision is to provide a well-planned, safe, and attractive community which meets the needs of all Harrisville City residents.

## PLANNING

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

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

Harrisville is a very livable community. City officials, residents, and businesses should be commended for their continual efforts to maintain and plan for the future. The City is a lovely place to live and work that will be aided by this planning document as it is implemented and coordinated with future growth.



## **INTRODUCTION**

Under state law, the Housing Element is a required element of the General Plan under state law. This element of the General Plan identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City.

The private sector largely drives the housing market and shapes how and where people live. Traditionally, planning for housing largely focused on the needs of households, in relation to the housing market, and financing options available to the public. As the population ages in communities, demographics change. As household size shrinks, needs for housing shift to meet modern demands. The City can shape housing by transportation, taxes, land use regulations, and supporting various housing programs. The City can also aid in housing rehabilitation as necessary to preserve a viable housing stock in the City.

This Plan seeks to integrate planning concepts that will allow for a mix of housing opportunities at various income levels to foster growth, community development, and successful neighborhoods. This Plan specifically focuses on moderate income housing as required under state law. This Plan also provides that the City desires to promote the provisions of the Federal Fair Housing Act and the Americans with Disabilities Act in order to foster a diverse and dynamic community. Unlawful housing discrimination that would violate these federal laws is not tolerated.

## **GENERAL HOUSING POLICIES**

The City consists of primarily single-family housing units, and the policies of the City will continue to support this demographic for housing in the future.

The City is largely flat, lacking hillside and sloping areas, and this creates special challenges for storm water and flood control in housing development. Additionally, poor soil quality, including hard pan clay, exists throughout the city and exacerbates the flooding and storm water problems, and also causes problems where footings, foundations, and infrastructure settle and are damaged in some circumstances. It is the policy of the City to adopt a sensitive lands map to manage development in sensitive areas that include poor soils, high water table, flood plain, storm water, and related hazards. Further, it is the policy of the City to customarily require a comprehensive geotechnical report for all development to address these challenges. The City should adopt ordinances that address geotechnical requirements and sensitive lands.

The City is affected by the FEMA flood plain and other flood prone areas. It is the policy of the City to preclude future development in the FEMA 100-year flood plain and in related flood prone areas in order to minimize the cost borne by government from flood related disasters. The City policy favors development in areas where there are not severe geological hazards, negative environmental impacts, or sensitive lands. The City should update its flood management and related ordinances consistent with these policies.

Housing and land use discrimination is an ongoing concern in the United States. Land use regulations have been cited as a discriminatory tool by critics, who argue that ordinances are used to deter the entry of certain minority or moderate income residents into some neighborhoods through density restrictions (exclusionary zoning), or locate such populations in areas with environmental hazards, sensitive lands, areas prone to flooding, or near manufacturing or hazardous activities (environmental discrimination). However, identifying discrimination in regulations is complicated by the fact that land use and zoning have been co-evolving for nearly a century in most American cities, rendering residential sorting and inequitable treatment observationally equivalent. It is acknowledged that the best approach in the City to eliminate such discrimination is to adopt land use policies that preclude the placement of populations within hazard areas such as the FEMA flood plain, within manufacturing zones, and detrimental sensitive lands.

As housing stock ages, it potentially results in declining neighborhoods. The City has large subdivisions that were created in the mid to late 20<sup>th</sup> Century that can become dilapidated without

ongoing infrastructure maintenance and housing upkeep. As such, it is the policy of the City to support programs and operations that encourage neighborhood revitalization and housing rehabilitation. The City can play a vital role in neighborhood revitalization by maintaining public infrastructure, adequate transportation, and creating walkable communities. The City has been very diligent, and should be commended for efforts that have kept older neighborhoods vibrant and well maintained. Future efforts by the City should continue this trend to identify projects and maintain and upkeep neighborhood infrastructure. Housing rehabilitation is a more difficult challenge as such is primarily in the hands of the home-owner. The City can provide support and should consider policies that prevent slum and blight from entering a neighborhood by using nuisance and code enforcement protocols in addition to supporting housing rehabilitation programs of other agencies and organizations.

**MODERATE INCOME HOUSING**

This portion of the Housing Element is dedicated specifically to Moderate Income Housing. This Plan is generally based on a five-year projection on the housing aspect for the City. Nearly all housing in the City is owner occupied homes.

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

**BACKGROUND**

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

**STATE LAW**

Harrisville City is required to adopt a Moderate-Income Housing Plan in accordance with Utah Code Annotated §10-9a-408. In 2019, the Utah Legislature adopted SB 34 to require the City to address additional measures to support moderate income housing which are included as part of this General Plan. In accordance with Utah Code Annotated §10-9a-103(47) sets for the components for the Moderate Income Housing Plan.

**MODERATE INCOME HOUSING PLAN COMPONENTS**

The following components of the City’s Moderate Income Housing Plan comply with Utah Code Annotated §10-9a-103(47) as follows:

1. An estimate of the existing supply of moderate income housing located within the municipality;
  - This plan reports approximately 2,647 residential units in the City, including rental units. Within the last year, nineteen (19) new single-family housing units have been constructed in the City. Also, approximately thirty-one (31) multi-family housing units were constructed in this same time.
  - The number of dwelling units as provided by the Weber County Assessor’s Office and updated with new permits is as follows:

# of Units	Price Range	# of Units	Price Range
8	Up to \$75,000	218	\$200,001 to \$225,000
4	\$75,001 to \$100,000	170	\$225,001 to \$250,000
267	\$100,001 to \$125,000	181	\$250,001 to \$275,000
307	\$125,001 to \$150,000	76	\$275,001 to \$300,000
299	\$150,001 to \$175,000	96	\$300,001 to \$350,000
426	\$175,001 to \$200,000	69	\$350,001 and more
Total Single-family Housing Units: 2,121			

2. An estimate of the need for moderate income housing in the municipality for the next five (5) years;
  - The City has a growth rate of 7%, and with this present growth rate over the next five (5) years will require an additional 185 housing units. However, if the predicted recession in 2020 or beyond impacts housing as it did in the 2007-08 recession these numbers will need modification to reflect the current market at the time. Housing is greatly affected by financing and economic conditions much more than local zoning and land use policies.
3. A survey of total residential land use;
  - The City is presently reaching building maximum. A majority of future residential development will be as a result of redevelopment of existing developed areas, or utilizing mixed-use or in-fill regulations. There are approximately 1,435 acres of residential land in the City. Of this area, approximately 600 acres are still undeveloped.
4. An evaluation of how existing land uses and zones affect opportunities for moderate income housing;
  - The City has outlined in this housing element the land use and zoning opportunities that are being implemented to encourage moderate income for residents.
5. A description of the City's program to encourage an adequate supply of moderate income housing.
  - The City has set forth an effective housing program in this Plan that outlines strategies and barrier reductions that can have positive impacts on encouraging adequate moderate income housing in the City. However, the housing market is presently slow as a result of economic conditions on a national lever that are impacting households and creating problems outside the control of local government. With these factors, it creates a complex approach to managing housing in general.

## EXISTING CONDITIONS

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

## LAND USE PURPOSE AND INTENT

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

Concerning moderate-income housing, the proposed general plan, including the accompanying maps, charts, and descriptive and explanatory matter, shall include the Planning Commission's recommendations for a land use element plan, or a comprehensive general plan amendment, to provide for the protection and promotion of, among other things, an estimate of the need for the

# HOUSING

development of additional moderate-income housing within the city including a plan to provide a realistic opportunity to meet estimated needs if long-term projections for land use and development occur. The City is implementing Mixed-Use and In-Fill Development Regulations to provide multiple housing variations and costs for all sizes of families. These regulations will also provide housing needs for future residents of the City and future reduce land use barriers.

## MODERATE INCOME HOUSING SUPPORTING DOCUMENTS

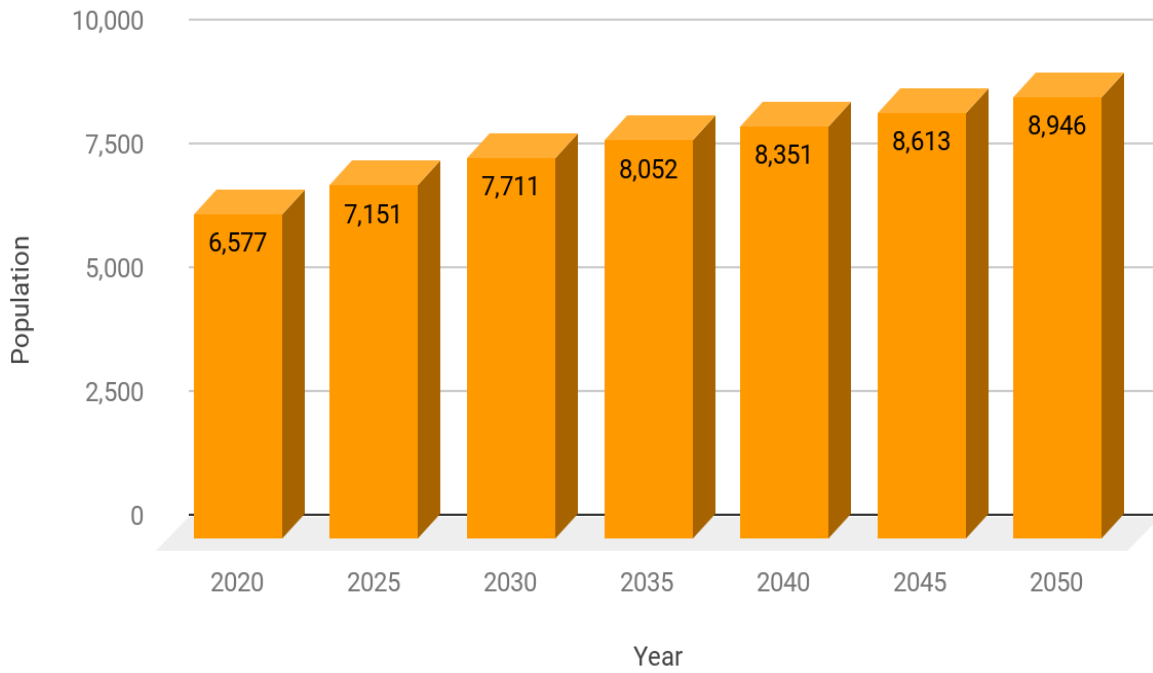
- [Harrisville Five-Year Housing Projections.](#)
- [SB34 City/State Policy Alignment Memo.](#)

## POPULATION

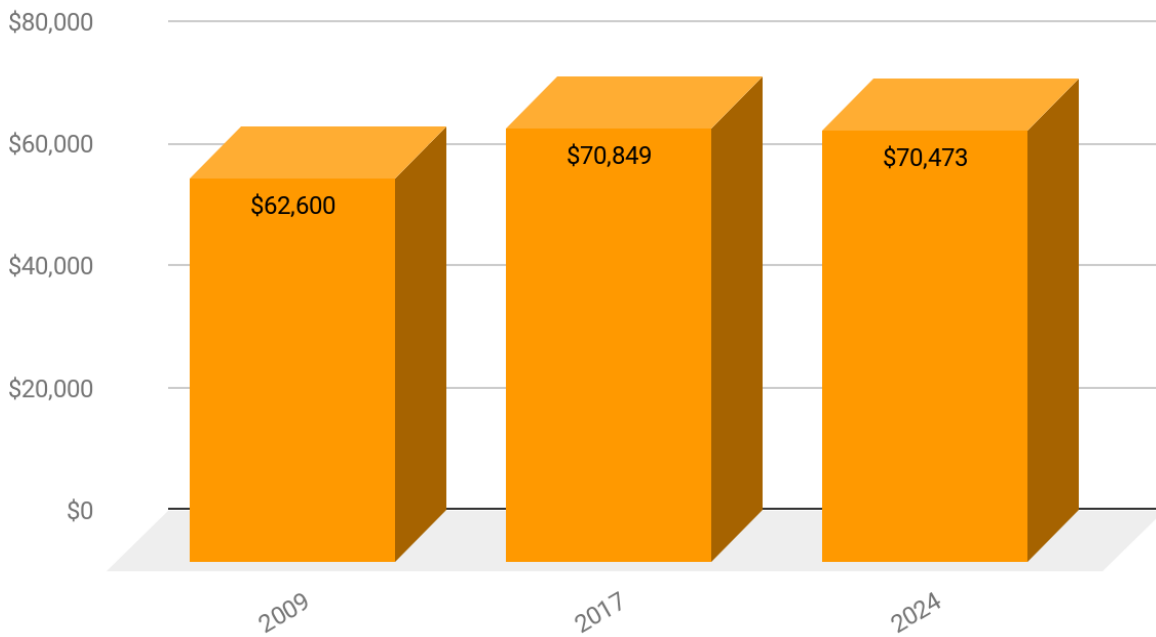
The 2018 population is estimated to be 6,182, an increase of 10.9% from the 2010 population numbers. The five-year projection for the population in the area is 6,915 representing a change of 11.8% annually from 2018 to 2023. Currently, the median age is 31.6 (the statewide is currently 30.7).

[WFRC Population Projections](#)

### Harrisville Population Projections

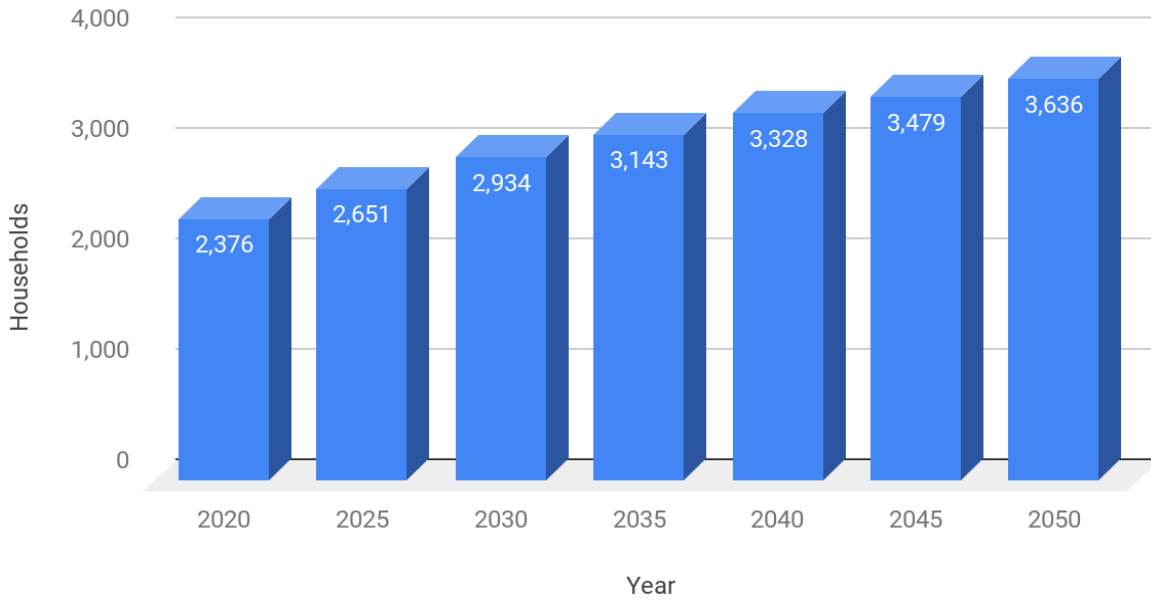


### Harrisville Current Median Income and Projections



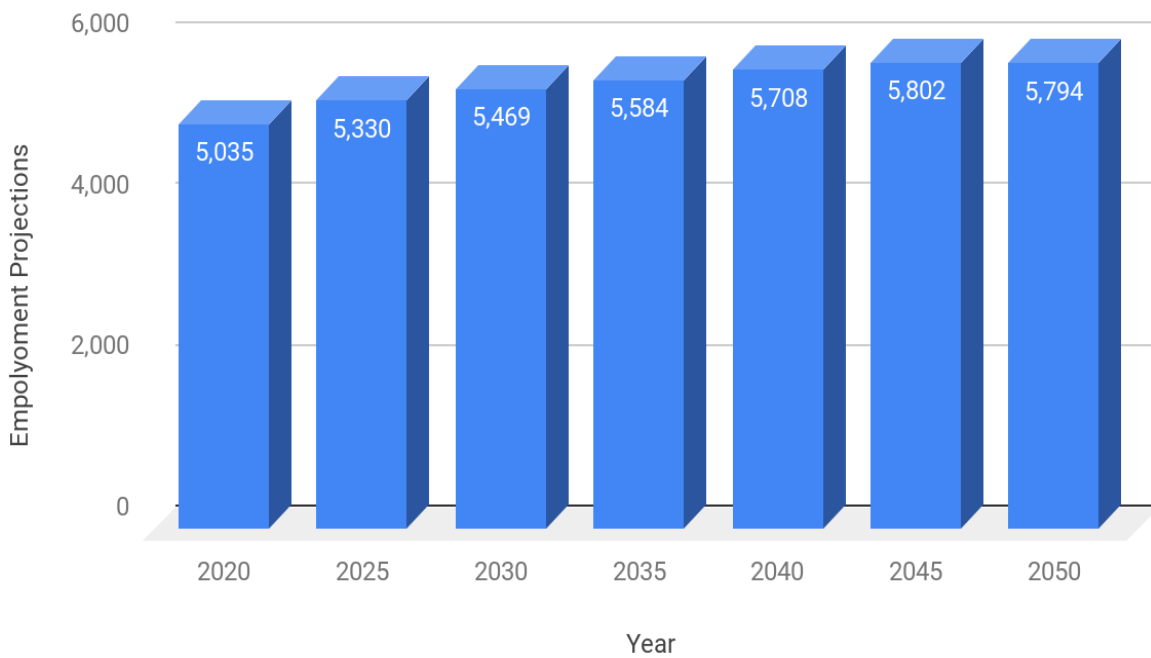
[WFRC Households Projections](#)

Harrisville Households Projections



[WFRC Employment Projections](#)

Harrisville Job Projections



MODERATE INCOME HOUSING POLICY

The requirement for municipalities to support moderate income housing has been in state statute for a number of years, but in 2019, the legislature passed SB34. This bill requires communities take additional measure to support moderate income housing in the community. Jurisdictions with “fixed guideway public transit station” must include option G or H from “the menu”. In order to do this, the City shall include three (3) or more of the strategies prescribed in statute in the General Plan. In this General Plan, the City has taken the additional effort to identify nine (9) strategies to support moderate income housing.

CITY POLICIES

STATE POLICY SUGGESTIONS

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

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

8. The City will encourage in-fill development within the downtown core.

9. The City will support the development of single-family dwellings, multi-family dwellings and retirement housing dispersed throughout the City.

incentives for low to moderate income units in new developments.

K. Utilize strategies that preserve subsidized low to moderate income units on a long-term basis.

L. Preserve existing moderate-income housing.

M. Reduce impact fees related to low- and moderate-income housing.

N. Participate in a community land trust program for low- or moderate-income housing.

O. Implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality.

P. Apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate-income housing.

Q. Apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation.

R. Apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services.

S. Apply for or partner with an entity that applies for programs administered by an association of governments.

T. Apply for or partner with an entity that applies for services provided by a

	<p>public housing authority.</p> <ul style="list-style-type: none"> <li>U. Apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance.</li> <li>V. Utilize a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency.</li> <li>W. Any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income.</li> </ul>
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**HOUSING AND REGIONAL TRANSPORTATION PLAN (RTP)**

The RTP produced by the Wasatch Front Regional Council (WRFC) shows several active transportation areas throughout the City. One of the requirements of SB 34 is that the City considers increasing density adjacent to major transportation centers. The City has three (3) transit routes within or adjacent to City boundaries. Along these routes the Future Land Use Map provides for increased density as a mixed-use consisting of higher density residential and commercial development.

For arterial roads, this General Plan identifies several roadways that are considered as arterial which are, on average, traveled more frequently than other roads. These roads include Washington Boulevard, Wall Avenue, and Larsen Lane. Several of these roads combine into US Highway 89. Along arterial roads there is a bus route from Box Elder County to the local Ogden Frontrunner Station. Additional bicycle and pedestrian pathways should be considered along with walkable community concepts. Washington Boulevard is also an arterial road with bus routes providing multiple traveling options, this route can benefit walkable community concepts in the future. See the [Wasatch Choice: 2019-2050 Regional Transport Plan](#).

## **POLICY**

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

# TRANSPORTATION

## **CURRENT CONDITIONS**

The City maintains a current Transportation Plan in accordance with Utah Code §10-9-9a-403. The City functions predominantly as a bedroom community with an overwhelming majority of its commuter traffic traveling primarily to Ogden, Davis County, and Salt Lake County for employment.

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

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

## **ACCESS MANAGEMENT**

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

## **TRIPS**

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

## **FUNCTIONAL CLASSIFICATION SYSTEM**

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

## **ARTERIALS**

The community is traversed by several arterial roads that form the base for future traffic circulation. These arterials are wide, high capacity corridors that will serve as an excellent skeleton for the transportation system. Most of the arterials are owned and operated by the UDOT whose primary goal is to move high volumes of traffic between traffic demand centers in the most efficient way possible. The City has signed, or may sign, Cooperative Agreements with UDOT for access management along major state transportation corridors.

## **PRINCIPAL ARTERIAL STREET SYSTEM (State Routes)**

The urban principal arterial street system should serve the projected major centers of activity of a metropolitan area, the highest projected traffic volume corridors, and the longest projected trips. It should also carry a high proportion of the total projected urban area travel on a minimum of mileage. The principal arterial system should carry the major portion of forecasted trips entering and leaving the urban area, as well as the majority of through movements, including forecasts of significant intra-area travel, such as between major transportation corridors and other municipalities. Finally, this system in urbanized areas should connect as appropriate to other major arterial roads.

## **MINOR ARTERIAL STREET SYSTEM (West Harrisville Road / Larsen Lane)**

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to forecasted trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes all arterials not classified as principal, contain facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may be expected to provide for movement within communities, but ideally should not penetrate identifiable neighborhoods. The City acknowledges that severe traffic congestion has been occurring on West Harrisville Road and 750 West at the railroad crossings as a result of train stopping, sometimes for long periods. The City's ability to regulate the railroad is pre-empted by federal law. However, the City adopted Resolution 2019-12 to support state intervention with federal regulations to address this problem and seek long-term solutions.

## **COLLECTOR STREET SYSTEM (750 West, 2000 North, 1550 North, and 1100 North)**

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

## **LOCAL STREET SYSTEM**

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

## **TRAFFIC SIGNALS**

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

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

Some of the most difficult intersections for signal conflicts are 1100 North and US Highway 89, 1100 North and Washington Blvd, and somewhere between 1550 North and 1800 North on US Highway 89. UDOT has apparently informed the city that before a signal would be considered at 1100 N. and

# TRANSPORTATION

Washington Blvd. the Larsen Lane intersection would need to be relocated farther south to 900 North to provide sufficient vehicle stacking distance between them and to realign the intersection of Larsen Lane, that will be a source of congestion in the future due to its difficult skew angle of intersection.

## IMPROVEMENTS

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

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

Use of the standard cross sections found in the Harrisville City Public Works Standards should provide street sizes and profiles for collector, arterial, highways, and other classifications of streets. The roughly \$6 million of capital investment over a 30-year period of time should be reasonable for the City, assuming some of the cost would likely be borne by UDOT with signal installations in the future. The prioritized list of Capital Improvement projects can be altered if growth patterns show the necessity in the future.

## OBJECTIVES

- a. *Provide a Specialized Roadway System. Different types of roadways serve different functions. It is important to design and manage roadways according to the primary functions they are expected to serve. Development of roads and infrastructure in the flood plain and related areas should be avoided.*
- b. *Limit Direct Access to Major Roadways. Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.*
- c. *Locate Signals to Favor Through Movements. Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed and compliance with the UDOT Corridor Agreement. Failure to carefully locate access connections or openings that may later become signalized can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.*
- d. *Preserve the Functional Area of Intersections and Interchanges. The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is the area where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.*
- e. *Limit the Number of Conflict Points. Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.*
- f. *Separate Conflict Areas. Drivers need sufficient time to address one set of potential conflicts*

## TRANSPORTATION

*before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.*

- g. Provide a Supporting Street and Circulation System. Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.*

### POLICY

- 1. West Harrisville Road. As development occurs in the future preserve right-of-way and prepare of widening to accommodate increased traffic and pedestrian travel.*
- 2. Larsen Lane. As traffic increases subsequent to the widening that will occur in 2020, the future increase in traffic may require additional traffic control measures.*
- 3. Provide a balanced transportation and circulation system for the city which provides for the safe, efficient and convenient movements of vehicles and pedestrians, and reinforces the desired land use pattern.*
- 4. As much as practical, all areas of the City and all future development areas should be connected through linked and connected roads, streets, sidewalks, trails, open space, and park areas. Avoid development and infrastructure, including roads, in the flood plain and related areas.*
- 5. Use traffic control measures to manage left-turn movements and other appropriate techniques that improve roadway safety as applied in the MUTCD.*

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

## **CURRENT LAND USE CATEGORIES AND OBJECTIVES**

### *RURAL RESIDENTIAL*

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

### *SEMI-RURAL RESIDENTIAL*

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

### *LOW DENSITY RESIDENTIAL*

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

### *MEDIUM DENSITY RESIDENTIAL*

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

### *HIGH DENSITY RESIDENTIAL*

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

### *GENERAL COMMERCIAL*

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

### *MANUFACTURING*

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

### *MIXED USE*

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

between different density uses, or uses with different character (i.e. between commercial and higher-density residential).

### *OPEN SPACE / CONSERVATION AREAS*

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

### *SPECIAL USE AREAS*

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

### *SENSITIVE LANDS (OVERLAY)*

The sensitive lands classification is an overlay classification which includes environmentally sensitive areas such as: flood plain, watersheds, wetlands, and other environmental or geological hazards, including areas set aside for future open space protection. The purpose of this classification is to protect sensitive areas, to minimize soil and slope instability, erosion, downstream siltation, wetlands, and areas prone to flooding, so as not to create unnecessary risk for existing and future development in the City, and to minimize the costs resulting from flood plain and other hazards.

### **LAND USE GOALS**

1. Provide a balance of land uses that meet the needs of residents and business.
2. Recognize and address challenges that will arise from sensitive lands, aging housing, infrastructure maintenance, and the administration of competing land uses.
3. Implement high quality, well planned, safe, and aesthetically pleasing residential, manufacturing, and commercial areas.
4. Encourage quality property management, vibrant neighborhoods, and family food production.

## POLICY

1. *Development proposals presented to the City for review and approval should be considered in conjunction with the goals and policies set forth in this General Plan.*
2. *Proposed development should be evaluated as to its impact on adjoining and surrounding land uses, along with addressing infrastructure concerns and flood control.*
3. *Update this General Plan only as needed to address matters that were not foreseeable at this time of the adoption of this General Plan.*
4. *Establish land use requirements to address new developments, along with considering issues of compatibility, mitigation, and encouragement of functional and appropriate land use relationships.*
5. *Promote the dedication of park and open space areas as part of development, or through the acquisition of park and open space areas by the City. Such should include a network of trails and recreational opportunities that provide for active and passive recreation. Convert flood plain and related sensitive lands to open space not approved for development.*
6. *Guide future growth and development into areas that can be efficiently and effectively served by public infrastructure, services, and facilities. Permit new developments to the degree that the City has capacity to provide the necessary services and facilities.*
7. *Update development fees, impacts fees, and other fees including utility fees to cover costs incurred by the City.*
8. *Maintain and update City capital facilities plans, capital investments plans, along with other planning documents and maps to maintain quality infrastructure and meet future challenges.*
9. *Extend storm water, sewer, and other public infrastructure to fill gaps and areas where coverage is underserved.*
10. *Discourage development in sensitive lands, flood plain, and other areas that result in unnecessary sprawl or isolated areas that lack necessary infrastructure.*
11. *Encourage and allow creative approaches to housing developments which will maintain and protect natural resources and environmental features, specifically mitigating storm water and any flood control.*
12. *Maintain and enhance the pleasing appearance and quality of existing and future residential neighborhoods.*
13. *Encourage the establishment and continued viability of basic retail and commercial business which will satisfy the needs of residents, which will enhance sales tax and property tax revenues, and provide the highest quality goods and services for local residents.*
  - *Provide for adequate access, parking, traffic circulation, noise buffering, and other operational conditions within commercial areas.*
  - *Minimize any negative impacts of commercial facilities on neighboring land use areas, particularly residential developments.*
  - *Encourage safe and convenient pedestrian access to shopping and service areas.*
  - *Allow a diversity of uses within the commercial areas including retail uses, professional offices, personal services, mixed-use concept, and related activities.*
  - *Promote accessible commercial areas compatible with the uses and character of surrounding areas.*
14. *Promote quality businesses and environmentally clean industrial and manufacturing development in order to provide a diversified economic base.*
  - *Foster well-planned manufacturing areas to discourage small lot or piecemeal site development, and encourage coordinated and unified site development.*
  - *Encourage high quality, aesthetically pleasing development of manufacturing areas, which should include incorporating major landscape features.*
  - *Establish and enforce standards with respect to noise, air quality, odor, visual, and other forms of environmental concerns.*
  - *Promote mixed-use and in-fill concepts, subject to development agreements, where appropriate.*
15. *Provide well planned, clean, safe, sustainable, livable areas, vibrant neighborhoods, along with successful commercial and manufacturing locations.*
  - *Encourage property owners to keep their property clean and free of weeds and debris through a community beautification program, and enforcement of city regulations.*
  - *Set an example for the community by assuring that all city or publicly owned property is well maintained.*
16. *Encourage property owners to maintain and improve their properties in order to stabilize neighborhoods, and support programs for redevelopment intended to strengthen both residential and commercial areas.*

# HEALTH, SAFETY & WELFARE

## **ADMINISTRATIVE SERVICES**

The City is composed of four (4) departments, namely: Administrative Services, Police, Public Works and Parks & Recreation. The Administrative Services Department manages the day-to-day operation of the City. There are a number of officials under the direction of the Administrative Services Department ranging from the City Administrator, City Recorder, City Treasurer, Finance Officer, land use officials, court staff, and other administrative and service staff.

The Administrative Services Department administers the municipal code, including land use planning and development. It also is charged with managing the budget, audit, contracts, municipal procedures, and administrative policy. This department oversees personnel and municipal procedures. It also coordinates, prepares, and provides staff support to the City's public bodies. The department manages legal matters, prosecution, and the City's Justice Court. It also assists with other City programs, including community history and events working in conjunction with other departments. The City benefits from cooperative agreements with other jurisdictions and sharing staff between neighboring cities in order to save costs and provide for administrative professionals.

## **POLICE**

The Police Department is charged with law enforcement in the City. The Police Department also supports emergency management in conjunction with other departments. The Police Department has a chief and other administrative and law enforcement staff necessary to carry out its function for public safety.

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

The City has indicated that the current police department facilities are at capacity. A new facility in conjunction with new Municipal Complex will be needed in the near future in order to maintain the necessary level of police services for a growing population. The proposed public safety facility as part of the new Municipal Complex on 750 West is intended to maintain the existing level of service of 1.781 police building square feet per residential household and 1.993 police building square feet per 1,000 square feet of non-residential development. The City may also explore other law enforcement options including creating a law enforcement district with other municipalities or entering cooperative agreements for such services.

## **PUBLIC WORKS**

The Public Works Department has a variety of functions. This department is led by the Public Works Director and includes auxiliary staff to carry out its functions. The department administers the building codes, city engineering, and manages the public infrastructure. The department assists the council and the planning commission in adopting plans, development projects, and public infrastructure.

Among other services, this department handles City utilities such as storm water and sewer as outlined in this General Plan. It administers and enforces codes adopted by the City and the International Code Council. A primary and essential function of this department is managing roads and transportation in the City, including snow removal. The department, in conjunction with the Administrative Services Department, issues building permits, excavation permits, conducts inspections, and performs other services.

## **CAPITAL FACILITIES**

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

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

# HEALTH, SAFETY & WELFARE

## **SEWER**

Harrisville City provides sanitary sewer collection services to residents through a network of collection pipelines throughout the City. Harrisville is also part of the Central Weber Sewer Improvement District which handles major trunk line and sanitary sewer disposal. The City may opt to collect impact fees on new development as provided under state law. The City should expand sewer services to fill any coverage gaps, including upgrading lines for additional capacity as necessary to accommodate future development. The City supports the efforts of Central Weber Sewer Improvement District in replacing their service line that is inadequate on Independence Boulevard. This line replacement is planned for 2030, and the City hopes to move that project ahead.

## **STORM DRAIN AND FLOOD CONTROL**

Storm water, adequate drainage, and flood control continue to present ongoing challenges in the City. Future development should be linked to addressing and mitigating such challenges. The City collects storm water and run-off through a network of storm drains and flood control facilities, including but not limited to basins and related facilities. The City collects storm water utility fees from residents and businesses to support the storm water program, and to comply with the mandates of Phase II of the federal Clean Water Act. The City will continue to expand and develop its storm water facilities to comply with the law and afford proper drainage and management of storm water.

Flooding is an ongoing problem in the City. Portions of the City are located in the FEMA flood plain. It is the objective of the City to prevent future development from occurring in flood plain and flood prone areas as past flooding has been costly and threatened life and property. The City participates in the National Flood Insurance Program (NFIP), and will continue to make improvements that facilitate and improve flood control and flood management, including land use regulations that preclude future development in flood prone areas. Other strategies include the acquisition of flood prone properties for public purposes such as flood control and open space conservation. Flood prone areas are to be utilized to mitigate ongoing storm water and drainage challenges in the community by allowing the flood plain to serve as a natural flood control measure, and prevent future property damage and losses. As development occurs, flood prone areas should be set aside for natural flood control and to prevent property losses.

## **FIRE PROTECTION**

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

# HEALTH, SAFETY & WELFARE

## **CULINARY WATER**

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

## **SECONDARY WATER**

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

## **ANIMAL SERVICES**

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

## **POWER**

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

## **NATURAL GAS**

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

## **TELECOMMUNICATIONS**

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

## **PARAMEDIC AND AMBULANCE SERVICES**

Northview Fire District provide paramedic and ambulance services.

## **EMERGENCY MANAGEMENT**

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

## **HEALTH AND HUMAN SERVICES**

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

## **OBJECTIVES**

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

## **POLICY**

*Support and provide adequate professional staff along with the necessary funding for each of the City's departments. Continue cooperative staff exchanges with neighboring cities and through mutually beneficial interlocal agreements with other agencies. Foster cooperative relations with service providers, implement capital projects for public facilities, and identify service gaps. Find innovative and efficient methods to provide for the needs of the City.*

# ENVIRONMENTAL CONSIDERATIONS

## CURRENT CONDITIONS

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

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

## POLICY

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



# HISTORIC PRESERVATION

## COMMUNITY HISTORY AND CEMETERY

Community history is a key aspect of a community's identity. The City has a rich history and heritage. Future generations benefit from an understanding of their roots and the history of those that came before. The City supports the preservation of historical sites, properties, and structures.

The City should promote and support individual property owners in their efforts to responsibly maintain historical properties and structures. The City should utilize historical preservation programs to secure and preserve historical sites designated by the City. The City Council serves as the Community Arts & Culture Council. This body can adopt regulations for historical sites and structures and set policies to achieve goals.

Over the years, the City has acquired a number of historic documents, materials, and artifacts and seeks to preserve artifacts, and digitize written material in its collection in partnership with the Utah Division of State History, Weber State University, and other organizations interested in local history.

In an effort to preserve these documents and artifacts, the City has for many years expressed an interest in creating a community museum. This could be located at a historic home acquired by the City or at another location in conjunction with the new community center on 750 West. The City considers its history as passive recreation for the county-wide aspect of the Recreation, Arts, Museums, and Parks (RAMP) program administered by Weber County. The City should solicit support from RAMP in developing its museum and preservations of historical documents and artifacts.

Another area of interest in the City is developing a City Cemetery. This would require planning for a future cemetery location and setting aside funds to complete this endeavor. Cemetery space is becoming limited as it is nearly filled in adjoining cities and other cemetery areas. Residents have expressed interest in having burial plots located in the City where they raised their families and have their heritage. The City should locate property of at least ten (10) acres in size for a future cemetery, and this can possibly be completed in an area surrounding the future Municipal Complex on 750 West.



# PARKS, RECREATION, & TRAILS

## PARKS & RECREATION

The Recreation Department performs professional duties in planning, developing, coordinating, implementing, and supervising recreation and athletic programs as well as construction, maintenance, and repair tasks related to park development and maintenance. The department is lead by a Director who oversees a variety of staff ranging from work crews to recreation officials.

Youth Recreation is a major component of the Parks & Recreation Department. The Director coordinates with various community agencies and other City departments to provide opportunities which reduce juvenile crime through the use of youth programs and community involvement programs.

There is a growing demand for recreational programs. Presently the City offers baseball, softball, t-ball, and basketball. The City utilizes Sportsites to administer its recreation programs. This computer application has proven to be a valuable resource in managing recreation and teams in the City.

In the past the City had a successful tennis program that should be revived in the future with new staff. Also, the City will need to consider future and changing recreational needs: pickle ball, playground redevelopment, e-sports, and dog parks, along with many other growing trends in recreation. The need for indoor and outdoor facilities are exploding as ice skating, skate parks, bike parks, trampoline centers, climbing facilities, multi-sports bubbles, turf-play areas, lacrosse, football, and soccer are attracting more people. The splash pad is already at capacity and it is expensive to maintain. Appropriations will need to be planned for future recreation trends and the adequate maintenance of recreation programs and facilities.

Senior Services and Youth Services are presently assigned to the Parks & Recreation Department. Services support functions which assist in programs for senior citizens and youth ages 12-18 that provide for social interaction, activities, arts and crafts, educational programs, and excursions. The City can offer weekly meals and health services in conjunction with Weber Human Services by including a Senior Center as part of the future Municipal Complex providing a location for other senior events and activities. Youth Services is also designed to administer programs in conjunction with Weber Human Services, and related agencies, to assist with teen intervention to reduce the risk posed by drugs, alcohol, and suicide, among other things.

Social interaction for seniors and youth is a growing need in the City and should not be neglected. Demographic trends and studies continue to show these populations to be highly vulnerable. It is recommended that the City retain or hire a position for a Senior Service Coordinator and Youth Services Coordinator. Other cities in the county are already implementing such staff into their administration. It may be worthwhile to evaluate whether to transfer these function to the Administrative Department upon completion of the future Municipal Complex.

## CURRENT CONDITIONS

The City currently maintains approximately 39.77 acres of parks which include a variety of recreation facilities. Some of the recreation facilities include: tennis courts, basketball courts, disc golf course, ball fields, playgrounds, soccer fields, splash pad, volleyball court, natural stream corridors, pathways, bowery, historical cabin, and park restrooms facilities.

The City's parks include: Millennium Park, Harrisville Park, Independence Park, and Martin Harris Bicentennial Park & Historical Cabin. The Historical Cabin is heavily used by residents for private events and the City should plan to adequately fund and upkeep this facility. Additional facilities may be required as the population grows.

Assuming a 2016 population of 6,376 persons, the current level of system- wide park service is 6.59 park acres per 1,000 residents. In 2019, the City lost 110 acres of private recreation area and open space with the closure and redevelopment of Ben Lomond Golf Course. The City should consider replacing the lost open space with area perpetually preserving sensitive lands and flood plain areas.

## **PARKS, RECREATION, & TRAILS**

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

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

The Parks & Recreation Department will require ongoing support to meet the recreational demands of the public. Additional parks, infrastructure, and recreational opportunities will only grow as the population increases. The City will need to plan for future recreation, and should establish planning strategies, capital plans, and staff support for the same.

# PARKS, RECREATION, & TRAILS

## POLICY

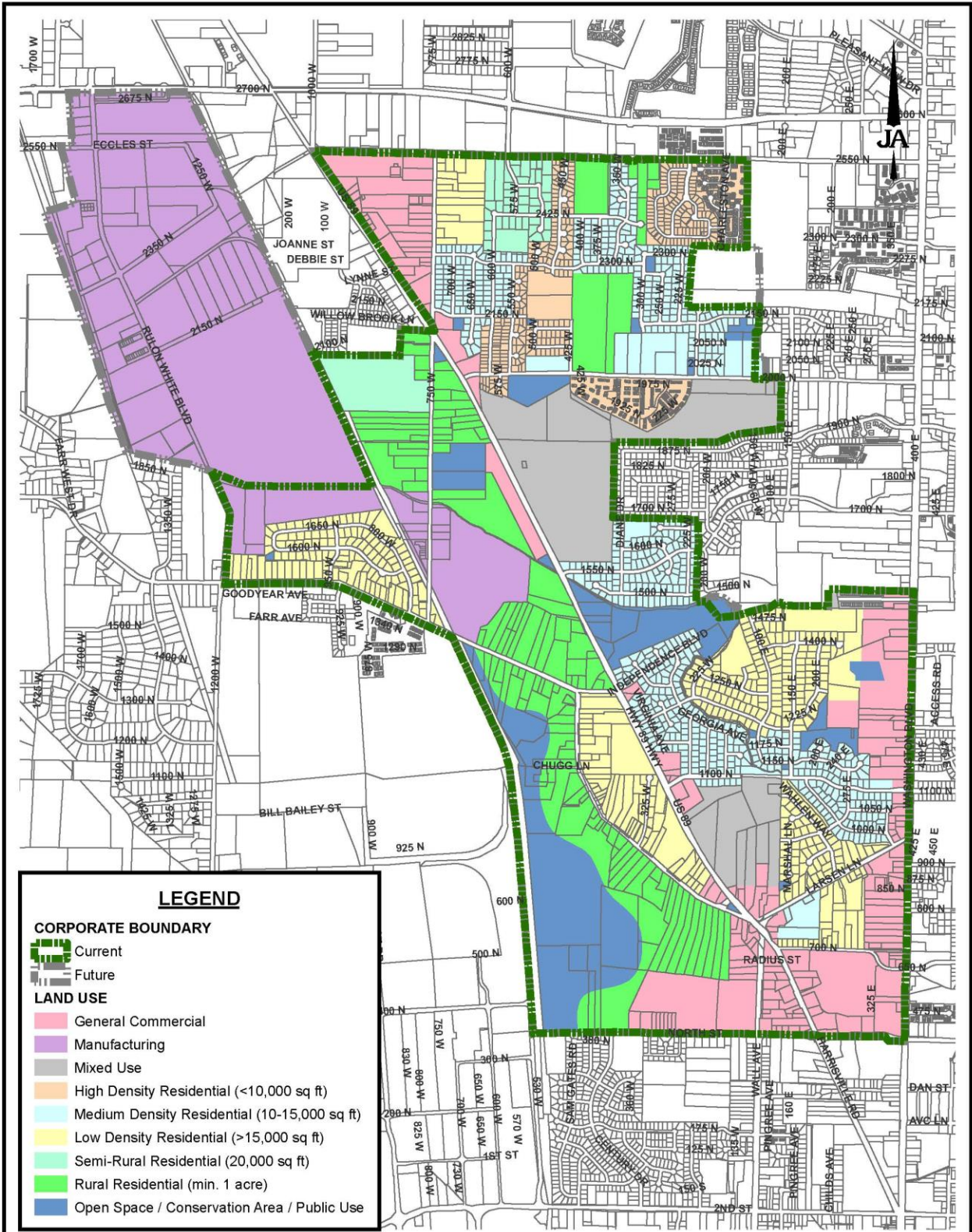
1. *Based on current park use by residents, recreation organizations, and others, the City has determined that all City facilities and pathways are at capacity. Therefore, the proposed Level of Service (LOS) is 6.52 improved park acres per 1,000 residents is not adequate for future growth and additional park and recreation facilities are needed. The proposed LOS for trail miles is the existing LOS of 0.19 miles of trails per 1,000 residents is also inadequate, and additional trails and pathway should be developed.*
2. *Replacement of the 110 acres of open space lost due to the redevelopment of Ben Lomond Golf Course should be a priority for replacement by preserving sensitive lands identified by the City.*
3. *The City intends to maintain its proposed park service LOS through acquiring park lands and construction of additional recreational facility improvements. As growth occurs from increased development activity, additional park service facilities will be needed.*

*In order to achieve an equitable allocation to the costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be receive, the City will continue to ensure, by way of impact fees, that future development projects buy-in to the park and recreation facility improvements.*

4. *The City will support the Parks & Recreation Department by providing adequate planning, recreational opportunities, and staff for a growing community.*

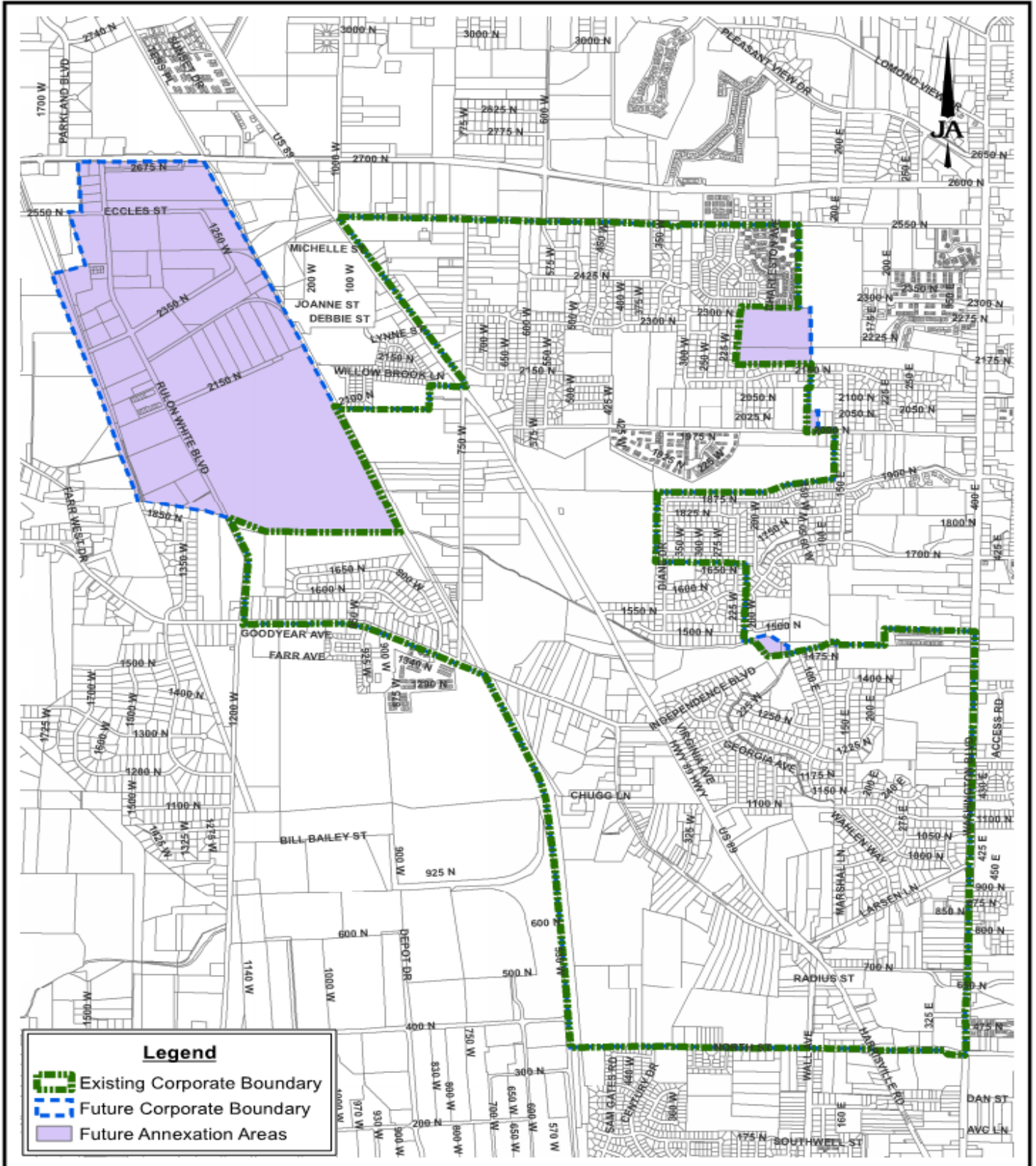


# FUTURE LAND USE MAP



<p><b>JONES &amp; ASSOCIATES</b> CONSULTING ENGINEERS 6080 Fashion Point Dr, South Ogden, UT 84403 (801) 478-9767</p>	SCALE: <b>1 in = 2,000 ft</b>	<p><b>HARRISVILLE CITY CORPORATION</b> <b>GENERAL PLAN MAP</b> <b>FUTURE LAND USE MAP</b></p>	SHEET: <b>1</b> OF 1 SHEETS 0
	DATE: <b>09/04/2019</b>		

# CORPORATION BOUNDARY MAP



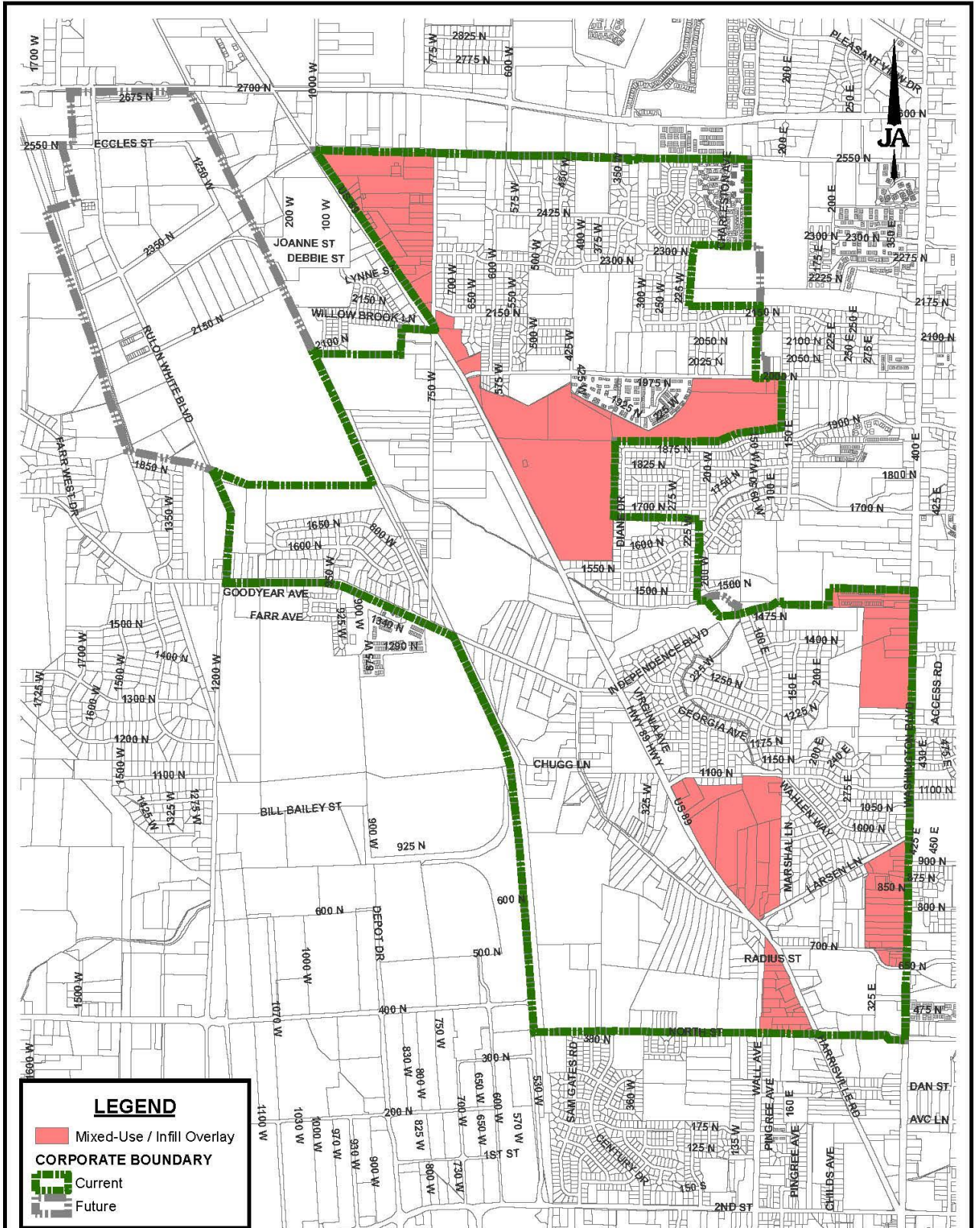
**JA JONES & ASSOCIATES**  
**CONSULTING ENGINEERS**  
 6080 Fashion Point Dr, South Ogden, UT 84403  
 (801) 476-9767

SCALE:  
**N.T.S.**  
 DATE:  
**01/18/2019**

**HARRISVILLE CITY CORPORATION**  
**GENERAL PLAN MAP**  
**ANNEXATION POLICY MAP**  
 Proposed January 2019

SHEET:  
**1**  
 OF 1 SHEETS  
 0

# MIXED-USE/ INFILL OVERLAY MAP



**JA JONES & ASSOCIATES**  
**CONSULTING ENGINEERS**  
 6080 Fashion Point Dr, South Ogden, UT 84403  
 (801) 476-9767

SCALE:  
 1 in = 2,000 ft

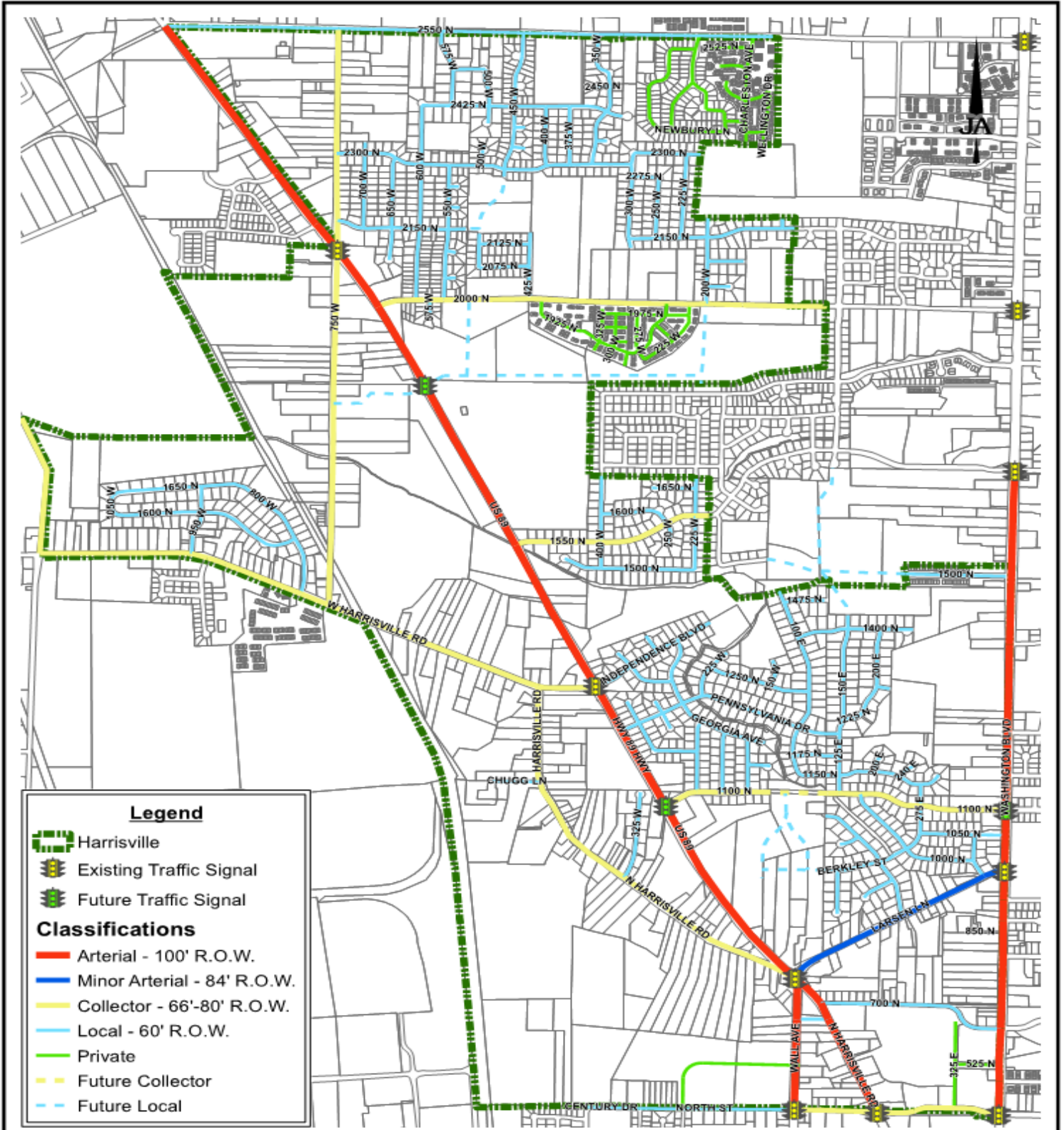
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 09/04/2019

**HARRISVILLE CITY CORPORATION**  
**GENERAL PLAN MAP**

**MIXED-USE / INFILL OVERLAY MAP**

SHEET:  
**1**  
 OF 1 SHEETS  
 0

# FUTURE TRANSPORTATION MAP



**Legend**

- Harrisville
- Existing Traffic Signal
- Future Traffic Signal

**Classifications**

- Arterial - 100' R.O.W.
- Minor Arterial - 84' R.O.W.
- Collector - 66'-80' R.O.W.
- Local - 60' R.O.W.
- Private
- Future Collector
- Future Local

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 6080 Fashion Point Dr, South Ogden, UT 84403  
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SCALE:  
 1 in = 1,500 ft

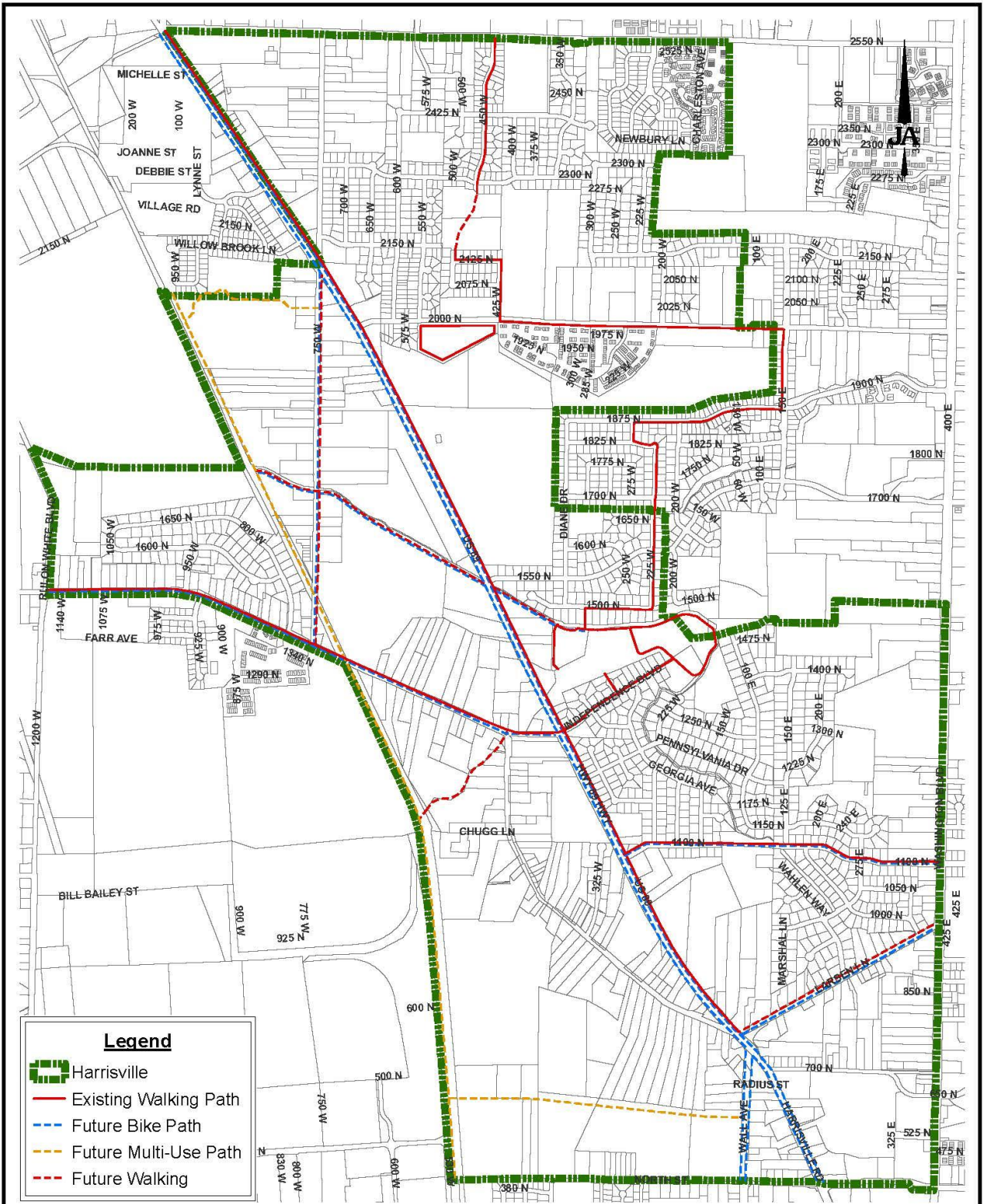
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 06/27/2019

**HARRISVILLE CITY CORPORATION**  
 GENERAL PLAN MAP

**STREET CLASSIFICATION MASTER PLAN**

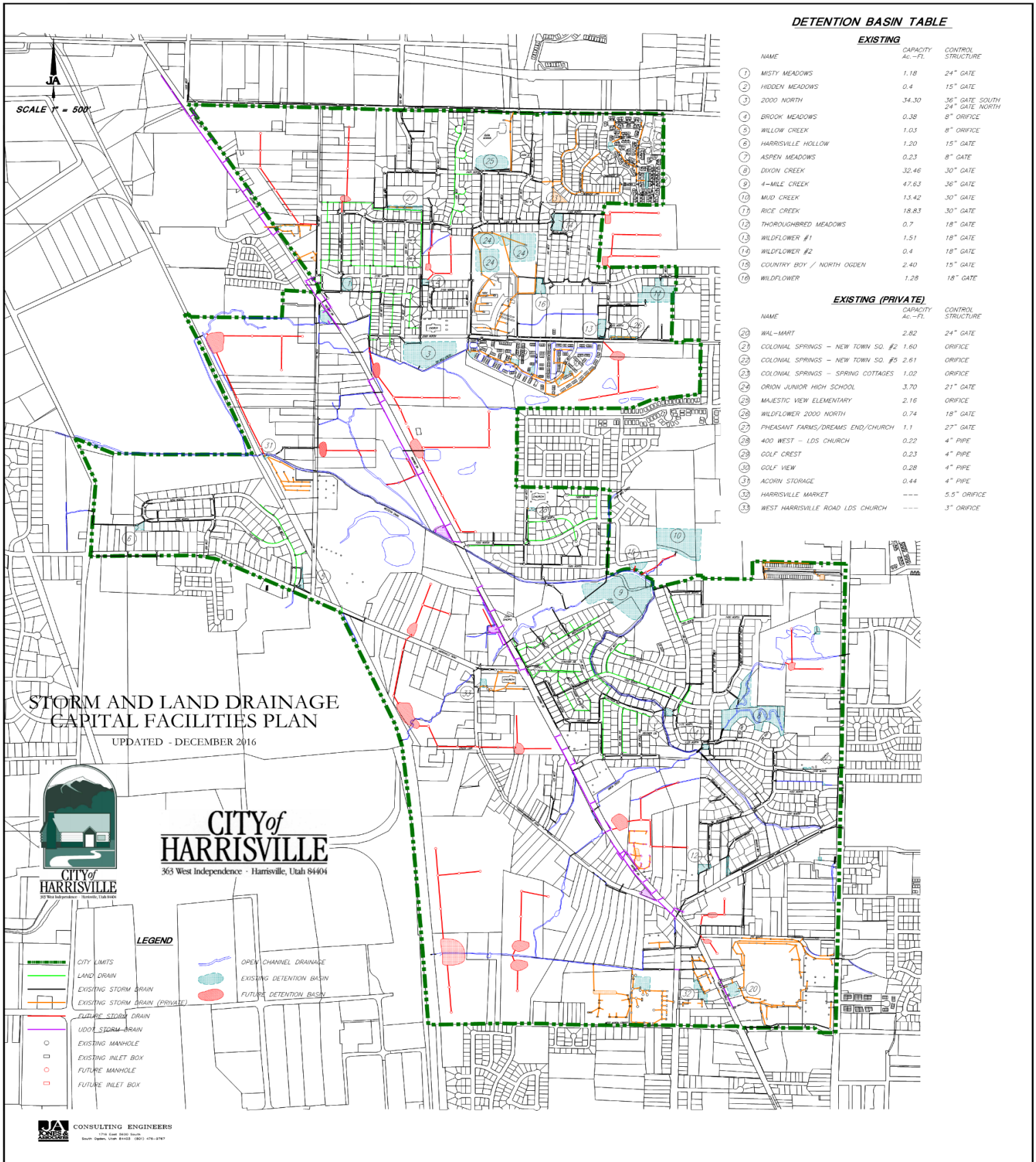
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 OF 1 SHEETS  
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# TRAILS/PATHWAYS MAPS



<p><b>JAJONES &amp; ASSOCIATES</b> CONSULTING ENGINEERS 6080 Fashion Point Dr, South Ogden, UT 84403 (801) 476-9767</p>	SCALE: 1 in = 1,500 ft	<p><b>HARRISVILLE CITY CORPORATION</b> <b>GENERAL PLAN MAP</b> <b>PATHWAYS MASTER PLAN</b></p>	SHEET: <b>1</b>
	DATE: 09/04/2019		OF 1 SHEETS 0

# STORM AND LAND DRAIN MAP

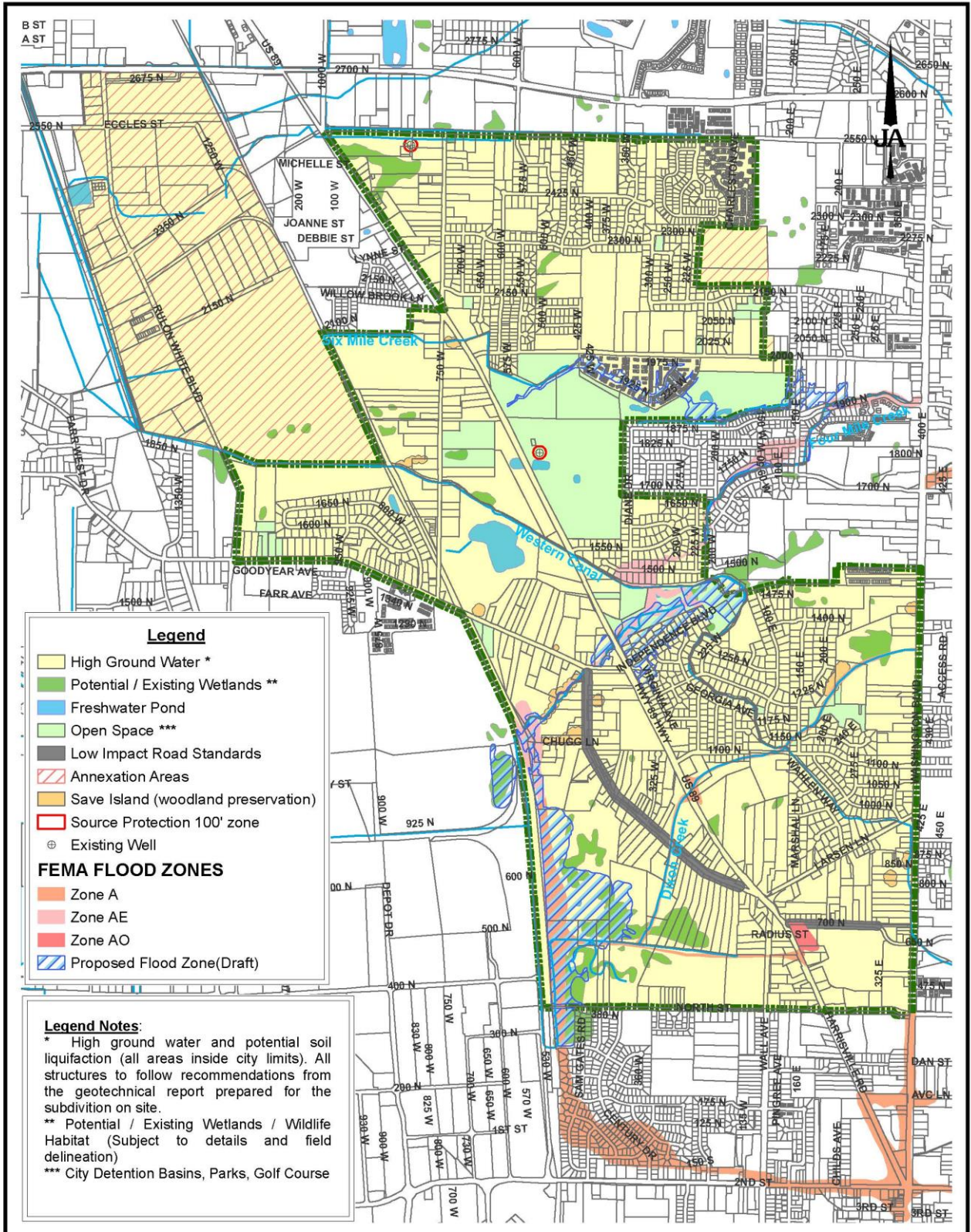



# SEWER SYSTEM MAP

  
 SCALE: 1" = 500'

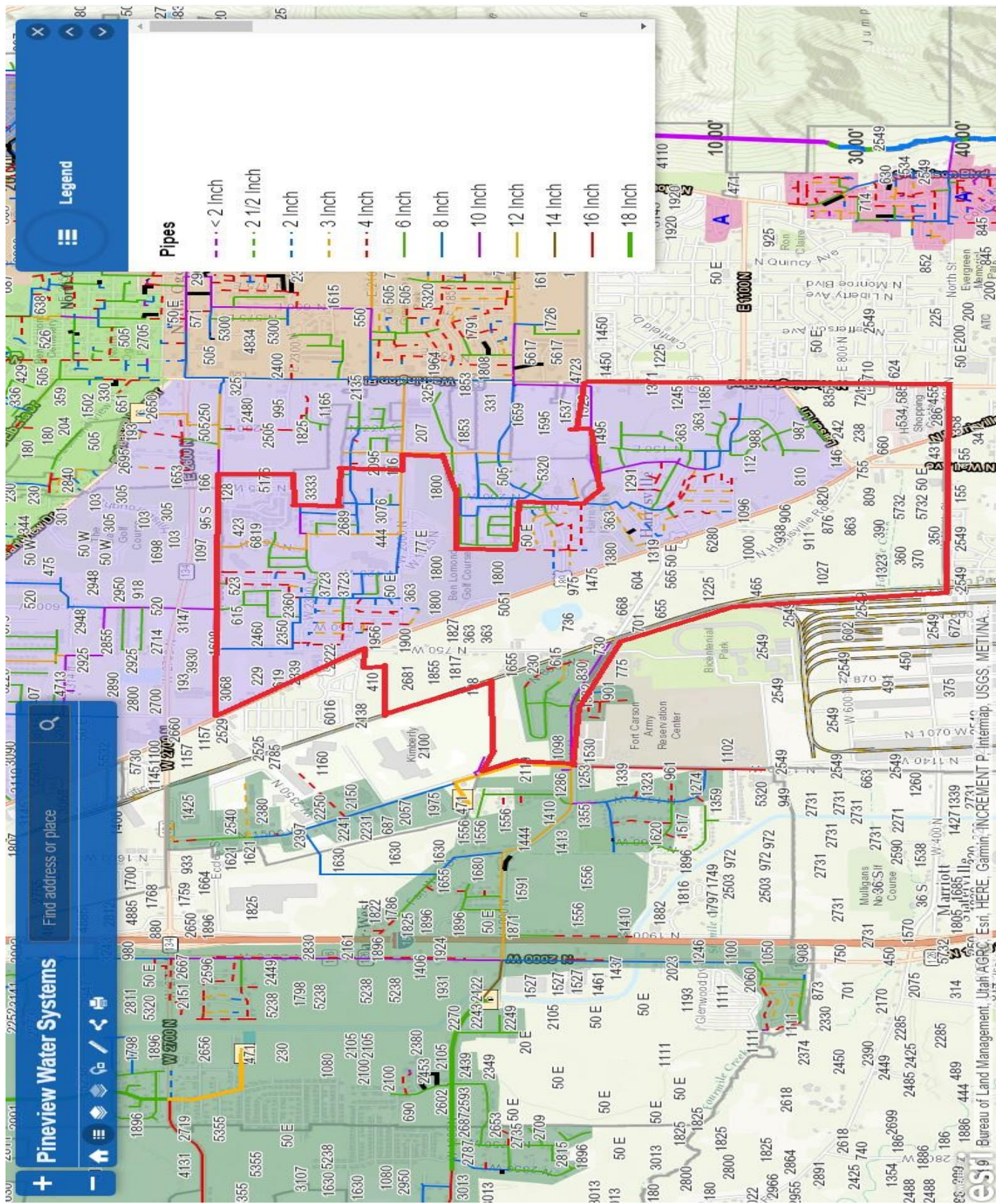


# SENSITIVE LANDS MAP



 <p><b>J.A. JONES &amp; ASSOCIATES</b> CONSULTING ENGINEERS</p> <p>6080 Fashion Point Dr. South Ogden, UT 84403 (801) 476-9767</p>	SCALE: 1 in = 2,000 ft	<p><b>HARRISVILLE CITY CORPORATION</b> <b>GENERAL PLAN MAP</b></p> <p><b>SENSITIVE LAND OVERLAY MAP</b></p>	SHEET: <b>1</b>
	DATE: 09/04/2019		OF 11 SHEETS 0

# PINEVIEW WATER SYSTEM MAP



# BONA VISTA WATER SYSTEM MAP

