

THE GENERAL PLAN



KAMAS CITY UTAH

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INTRODUCTION

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

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

LEGISLATIVE AUTHORITY

The City of Kamas in accordance with, Title 10 *Utah Municipal Code*, Chapter 9a *Municipal Land Use Development and Management*, Part 4 *General Plan*, of the *Utah Code Annotated* has legally prepared and adopted the following General Plan for Kamas.

MISSION STATEMENT

The mission of the General Plan is to provide for a strong, positive civic image and quality of life for people who live and/or work in Kamas City by providing policies and standards that ensure the orderly and balanced distribution of growth, sound fiscal and economic investment and preservation of the open and rural environment in a clean, attractive physical setting.

The Plan

The General Plan has ten main elements. All ten must be integrated, adjusted and made to harmonize with each other.



Dynamics of the General Plan

This General Plan is not intended to be an idle document. It is to be used as a guide to identify where certain types and densities of land use should be located. Within five years, this plan will likely require some updating or amending. The Planning Commission, the City Council or the general public may initiate amendments. The process for drafting major updates or amendments is the same as for developing the original Plan.



History

The word “Kamas” is derived from an Indian word for a bulbous plant that was a staple of the diet of the Native Americans in the area. The word was also said to describe a small grassy plain among the hills, an appropriate portrait of the Kamas Valley.

The first permanent settlement of the Kamas area occurred when Thomas Rhoades, George W. Brown, and their families spent the winter of 1860-61 on the Rhoades Ranch, which was located about 1 ½ miles north of the present center of the City of Kamas. Other Mormon settlers who came to the valley with Rhoades, or soon after, included



W.O. Anderson, Alma Williams, Clinton Williams, John Turnbow, John Simpson, Morgan Lewis, Daniel Lewis, Richard Venable, Richard Pangburn, and John Lambert and their families.

The town of Kamas was surveyed and divided into town lots in 1871 by G. A. Cooper, Engineer. Kamas was incorporated as a city on June 4, 1912. A blue print of the town was made and proceedings recorded in Coalville on this date. The first Mayor was James Orlan Pack.



During the early years, settlers struggled to survive, but gradually created a self-sustaining economy through lumbering, dairying, raising of stock, and the milling of flour and merchandising.

Today

Kamas is still a relatively small city with a small-town feel. It is primarily known for its cattle ranching and tourism. It is also known as “The Gateway to the Uintas”. As an older community, Kamas holds a lot of historic value. Many of the long-time residents want to see the city’s physical appearance and heritage preserved. Preservation of historic sites and buildings help maintain the look and feel of the community as a whole.

As the city continues to grow and new residents begin to express their desire for a bigger, more commercialized Kamas, there will be a great need to increase the promotion of historic preservation in order to preserve the heritage and look of Kamas. There will be a greater desire for development, and that desire will create debates over land and the destruction of old homes and sites to bring in more people. The community should strive to maintain its character through remembering its history.



The Community Vision of Kamas

“To be a beautiful, organized rural community based on its distinct history of agriculture, open space and recreation. To have a well-planned, business district serving as the commercial hub of the Kamas Valley and the “Gateway to the Uintas”. Also to maintain a family oriented, clean and friendly community that is a great place to live, work, and visit.”

The City of Kamas is located about eighteen miles east of Park City and about forty-five miles southeast of Salt Lake City. It sets in the center of Kamas Valley surrounded by the Uinta Mountains to the east, the Wasatch Mountains to the West, the Provo River on the south, and the Weber River to the north. Beaver Creek, a tributary of the Weber, traverses the center of the city.

Surrounded by the Wasatch and Uinta Mountains, Kamas and the entire valley are characterized by its relative isolation and intense natural beauty. Logging, ranching and dairy farming are what initially attracted settlers to the area. Now open space, recreation and a family friendly atmosphere have made Kamas a very desirable place to live and work.

During the 1960s and 1970s, Summit County started to change as nearby communities attracted tourists and numerous residents. This growth started to spill over into neighboring communities, reaching the Kamas Valley in the 1990s. Known as the “Gateway to the Uintas” the community has quickly become a recreation destination.



TODAY

Over the last several years Kamas City has come under increasing pressure to grow and develop. The surrounding valley has become a desirable place to live and work, especially due to increasing housing costs in nearby areas. In general, the city has managed to keep its rural nature by holding to its values of integrity, friendliness, self-reliance, independence, and community pride. Kamas Valley Fiesta Days and other community events are well attended and add to the unique character of the city. Open space and scenic vistas are a large part of what makes the community desirable, and should be a major element of the valley's future.

FUTURE

As the community continues to grow, the challenge will be to maintain the many characteristics that make Kamas unique. Development should be well planned and



orderly, with specific emphasis on preserving open space, agriculture and recreational opportunities. Expansion outside current city boundaries should be considered only when it provides an overwhelming benefit to the entire community.

The most important part of the Kamas general planning process is the preparation of a Community Vision Statement and community goals, objectives and policies that indicate the direction the community would like to take for the future and to provide a framework for specific recommendations regarding the

General Plan. To aid in the formulation of the Community Vision Statement, goals, objectives, and policies the Kamas City Council distributed a community survey to all households in the city. The return rate on the survey was moderate, but sufficient to draw certain conclusions from the responses. The results of the survey and a visioning exercise, as well as the work of the Planning Commission and City Council, were incorporated into this General Plan.

GOALS AND POLICIES OF THE COMMUNITY VISION

To be a beautiful, organized rural community based on its distinct history of agriculture, open space and recreation.

Encourage community pride and beatification.

Establish architectural, landscape and aesthetic design standards that complement the rural atmosphere of the community.

Sponsor the beautification of Main Street and entry corridors.

Assure that development is built to proper scale to maintain the small city atmosphere of the city.

Identify and encourage the preservation of prime agricultural land and open space within Kamas City and the surrounding valley.

Promote the agricultural lifestyle through support of the Right to Agriculture Ordinance and compatible residential zoning.

Determine appropriate locations for future parks, trails, access points and other recreational facilities and preserve them.

To have a well-planned business district serving as the commercial hub of the valley.

Encourage Business Expansion And Retention (BEAR).

Plan for expansion of businesses without requiring relocation.

Encourage established businesses with growth potential to locate in the city.

Create a business friendly environment.

Assure adequate utilities and capacities within the utilities for projected business use.

Assure that proper zoning is currently in place to encourage appropriate businesses and discourage inappropriate businesses.

Require buffering of incompatible (i.e. residential) land uses.

Allow for easy access to major transportation routes.

Encourage recruitment of quality businesses to the city through various economic development organizations.

Create a pedestrian-friendly downtown with businesses easily accessible by foot.

Encourage a family-oriented, clean, fun and friendly community that is a great place to live.

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

Enforce weed abatement and vehicle storage ordinances.

Kamas was originally settled in 1860. It has mainly been an agricultural community with agriculture-related land uses such as grazing and field crops, combined with a residential and commercial core, all of which remain a significant part of the community today. The original Mormon pioneer settlers platted out the city using, as a guide, the “Plat of Zion.” The plat called for straight, wide roads intersecting at right angles and a central city plaza with areas for churches, government, schools and businesses. This layout is still quite evident in the core area of the city. The peripheral of the city would be used for agriculture, and the farmer would live in the city. Although the city has not been developed to the exact specifications of the Plat, its effects on the design of the community remain quite prevalent.

There is rich history here in Kamas. Recreation, farming, agriculture, and family are all very important components of the Kamas equation. A large majority of citizens indicated in the community survey, that a rural small town atmosphere is what they wanted to preserve. It is only in the best interest of the city and its citizens that this history be protected and that through the land use element of this master plan, the City of Kamas be zoned for future growth in recreational and cultural excellence.

LAND USE VISION

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

LAND USE TODAY

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The Community's desire for Kamas is to preserve its rural identity. A major challenge for the city will be dealing with development and annexation requests, thus increasing infrastructure and maintenance costs for the city. A second challenge will be preserving agricultural land, open space and recreational opportunities all of which are considered vital to the community's identity, culture, and vision for the future.

Kamas is the commercial hub of the Kamas Valley and with careful planning can remain so. Commercial growth is favored by the majority of citizens in Kamas along SR 248 and Main Street. Other needs of the city include: historic preservation, dedicated open space including a "green buffer," new water sources, pollution control and proper maintenance of the public facilities.

Population Forecasts and Future Land Needs—Annexation

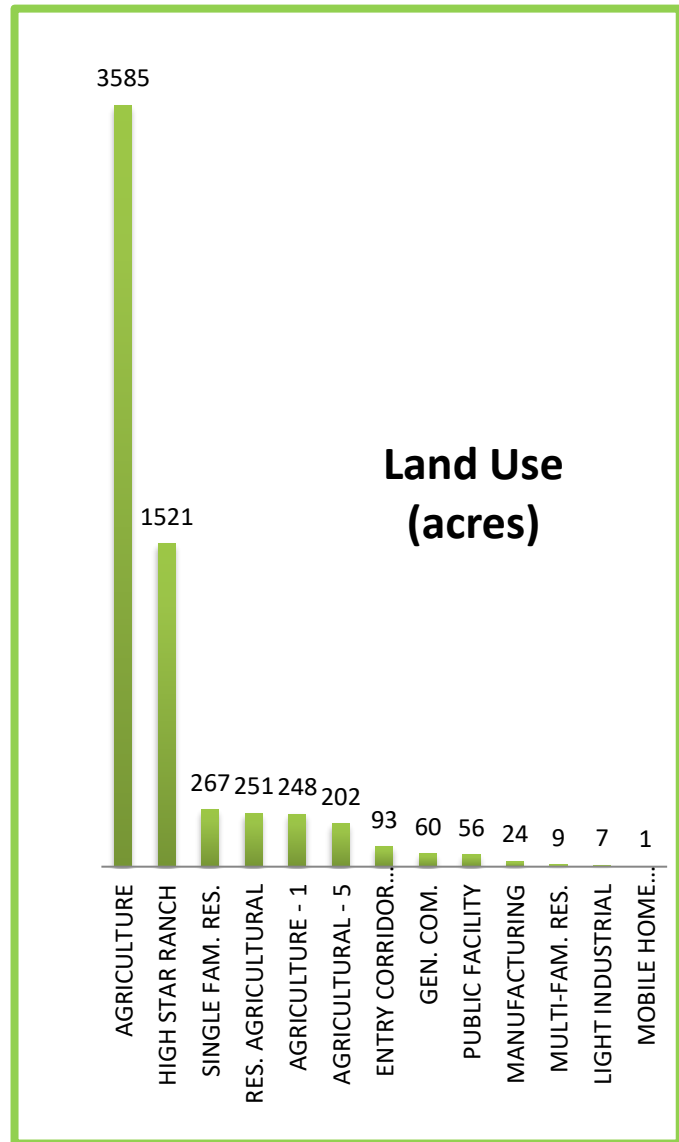
Year	2000	2010	2020	2030	2040	2050	2060
Summit County Total	29,736	36,324	45,491	56,890	71,433	88,334	107,671
Kamas	1,274	1,811	2,246	2,864	4,205	6,058	8,447
Unincorporated	17,379	22,290	27,639	33,799	40,591	45,839	52,340

Development should be encouraged to occur within the existing city boundaries as a first priority. Where the community currently maintains available land, annexations should only be approved based upon an overwhelming benefit to the community as a whole. These annexations should not be prime agricultural lands, be void of potential environmental issues, and easily serviced by public facilities. Kamas is dedicated to preserving agriculture, open space and a greenbelt buffer in order to maintain its unique rural character.

Land Use Categories

The Land Use Element of the Kamas General Plan is intended to encourage the orderly and efficient distribution of land uses in the city. A full range and mix of land uses including residential, commercial and industrial areas are provided within the city.

Although the intensity of development in residential designations is defined by density ranges, the relative density of development within the zoning classifications of Kamas is based on comparisons with other classifications within Kamas. Therefore the density levels are relative only to Kamas and are not compared or contrasted to other communities.



Residential Land Uses include a range of residential classifications including low, medium and high density. Density is expressed in lot sizes for primarily single-family dwellings. Zoning regulations may also allow a limited number of non-residential uses, such as places of worship, neighborhood parks, schools, home occupations, and governmental buildings in residential areas.

Residential-extremely low: A-5, 1DU/5AC: It is the purpose of this category to provide land where agricultural pursuits are supported within the municipality. This area will be used to help maintain the “green buffer” spoken of earlier in this section.



Residential-very low, A-1, 1 DU/AC: It is the purpose of this category to allow for and protect agricultural uses within Kamas City by controlling density and coverage and providing for compatible land uses. This zone helps protect nearby residential uses from possible objectionable operations such as raising livestock.



Residential-low, R-A, 2 DU/AC: It is the purpose of this category to create a rural residential zone which is intended as a permanent residential district for those areas of the community where it is desirable to maintain low residential densities.



Residential-medium, R-1, 4 DU/AC: It is the purpose of this category to provide areas for single-family residential development.

Residential-high, R-M: It is the purpose of this category to provide areas of multi-family residential development. The area is intended to provide a pleasant and attractive setting for multi-family apartments, duplexes, and single-family dwellings, which are harmoniously blended into each neighborhood.

Goal

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To provide for residential areas in Kamas that support and complement the unique rural quality and character of the city.

Policies

1. Avoid encroachments of land uses which would adversely impact residential areas, i.e.; increased traffic, noise, visual disharmony, etc., by providing adequate screening and buffering of any adjacent commercial or industrial development including parking and service areas.
2. Encourage creative approaches to housing developments that will maintain and protect natural resources and environmental features.
3. Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods.
4. Priority should be extended to existing agricultural uses versus new development in accordance with the right to agriculture ordinance.
5. To encourage only high quality, well planned residential development with open spaces in the city.
6. Develop and implement standards and policies that promote attractive and well-planned residential subdivisions in areas where there are existing public services.
7. Discourage “leap-frog” development through the use of innovative planning techniques and by not extending city services to new areas until existing areas are developed with on-site improvements.
8. Encourage the use of subdivision designs that provide for new or preserve existing open spaces.
9. Enforce ordinances which require land owners to keep their property free of weeds, junk vehicles and equipment, unsightly buildings, trash and other debris.
10. Discourage the subdivision of land that results in areas of residential development too small or too isolated to be adequately, economically, and conveniently served by city services.

Commercial Land Uses provide a variety of goods and services to the people who visit, live, and work in Kamas. The city has placed a high priority on remaining the commercial hub of the valley through previous annexations and future beautification projects along Main Street and HWY 248. These locations were chosen due to existing commercial uses and high

visibility and traffic volumes. It is the purpose of the commercial areas to provide appropriate locations where a combination of business, commercial, entertainment, and related activities may be established, maintained, and protected.



Whenever commercial uses are adjacent to established or future residential areas, special care should 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, but are not limited to: increased setbacks,

landscaping, restricted land uses, diversion of traffic, controlled noise or light, height limitations, and transitional land uses such as small offices or higher density residential uses.

General Commercial, C-G: This category includes areas primarily for the accommodation of retail commercial uses. The location of this designation should be close to major arterial streets to provide convenient access for major traffic volumes without hazard and without traversing through a residential area. This designation should not be applied to internal areas of residential neighborhoods.



Entry Corridor Commercial, ECC: This category provides an area in Kamas City along SR 248 for commercial uses that are oriented to vehicular traffic and service related uses.



Industrial Land Uses provide for employment and a place for the manufacture of materials that are essential to the economy of Kamas. It is the purpose of the industrial areas to provide locations where a combination of research and development, manufacturing and industrial processing, and warehousing may be conducted.



Light Industrial, L-I: This category includes areas that allows for a compatible mixture of light industrial and heavy commercial uses which do not require intensive land coverage and does not generate large volumes of traffic with obnoxious sounds, glare, dust or odors.



Manufacturing-Industrial, M-I: This category is for areas where manufacturing firms can engage in processing, assembling, manufacturing, warehousing, and storage; and for incidental service facilities and public facilities to serve the manufacturing area. This designation is intended to encourage sound development, by providing and protecting an environment for such development, subject to regulations necessary to assure the orderly growth of Kamas City, and the protection of residential and commercial land uses from noise and other



disturbances. This area shall be used to broaden the economic tax base of the community.

Goal

To establish a centralized business district and industrial area, which will enhance the city's sales and property tax revenues and provide the highest quality goods and services for local residents, while enhancing the visual appeal of the community.

Policies

1. Expand the range of retail and commercial goods and services available within the community.
2. Provide for adequate access, parking, traffic circulation, noise buffering, and other operational conditions within commercial areas.
3. Improve the image and appearance of commercial and entry corridors, along Main Street and SR 248.
4. Carefully limit any negative impacts of commercial facilities on neighboring land use areas, particularly residential development.
5. Formulate thoughtful commercial site design and development standards, including guidelines for architecture, landscaping and signage, to express the desired overall image and identity.
6. Encourage safe and convenient pedestrian access to shopping and service areas.

Special Use areas include land use classifications that are distinct from the other major groups. These uses include agricultural, mining and grazing and open spaces. Schools or major transmission lines are considered special uses that may be located in the community regardless of zoning classification. In some cases the city does not control the location of those uses and the State and Federal Government may preempt local land use authority. However, the city can work



with other jurisdictions and agencies on decisions regarding land use. Any negative impacts, including visual impacts, should be mitigated whenever possible.

Sensitive Lands: The sensitive lands category is an overlay district where environmentally sensitive areas such as watersheds or steep slopes may be protected. The purpose of the district is to protect sensitive areas, to minimize soil and slope instability, erosion, downstream siltation and to preserve the character of the hillsides, wetlands, and the Beaver Creek corridor.

Agriculture A-40: The agriculture designation is intended to protect and preserve productive farmlands that characterize the city and maintain a buffer between communities. In many cases these are also lands that have significant environmental issues such as a high water table, significant slopes, etc.

Public Facilities: The Public Facilities designation is for land uses that have a public or quasi-public nature such as parks or schools and other government buildings.

Sewage Plant Buffer: The Sewage Plant Buffer designation is a buffer zone intended to mitigate the effects of the sewage plant.

General Land Use Guidelines

The following land use guidelines are to apply city wide.

Guideline 1 The identity of Kamas should be strengthened by land uses which contribute to the unique character of the community.

Guideline 2 The relationship of planned land uses should reflect consideration of existing development, agricultural preservation, environmental conditions, service and transportation needs, and fiscal impacts.

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

Guideline 4 A variety of quality housing types should be provided where appropriate, and innovative development patterns and building methods should be encouraged.

Guideline 5 Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available.

Guideline 6 Growth should be guided to locations contiguous to existing development or on in-fill properties to provide city services and transportation in a cost-effective and efficient manner.

Guideline 7 Development approval, throughout the community should be tied to the construction of primary culinary water, sewer, storm drainage, and circulation systems.

Guideline 8 Density increases should be considered only upon demonstration of adequate infrastructure, resource availability, amenities and benefit to the community and residents of the project.

Guideline 9 An interconnecting open space system that is accessible to the public should be provided including pedestrian linkages, recreational areas, natural areas and drainage-ways.

Guideline 10 Commercial uses should be highly accessible, located near the center of their service areas, and developed compatibly with the uses and character of surrounding districts.

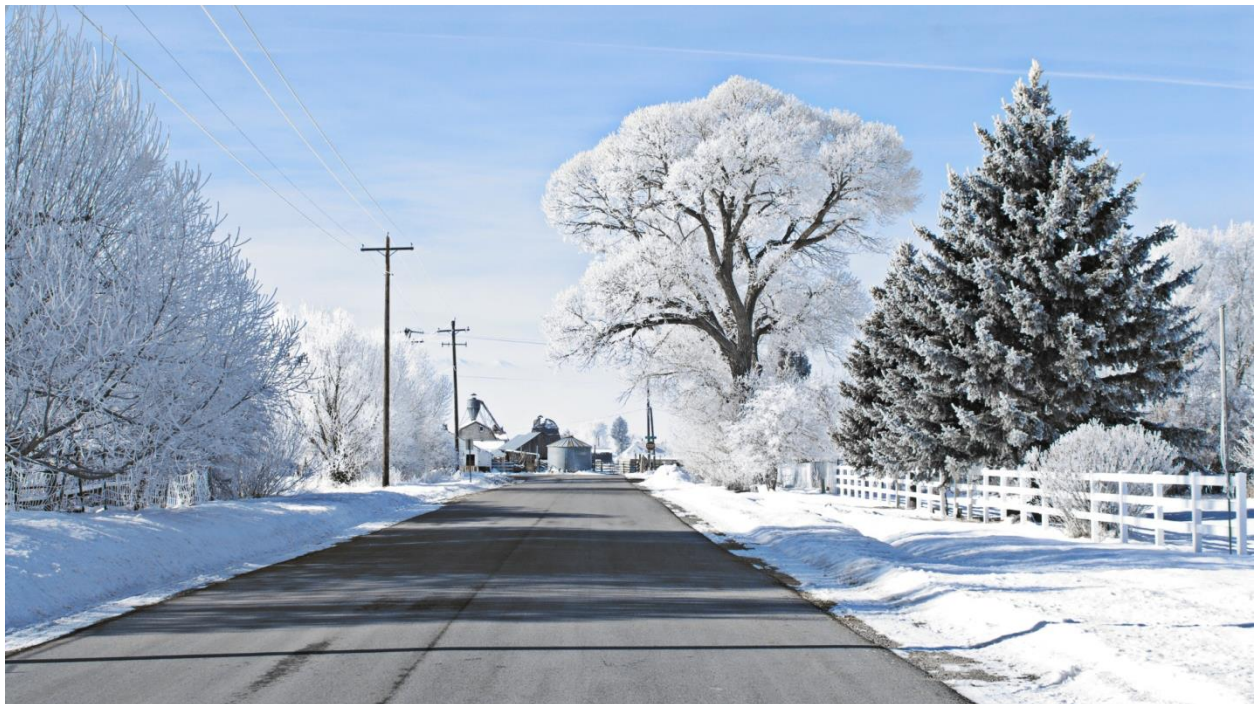
Guideline 11 Land use patterns should be encouraged that reduce travel distances for employment and essential services, limit pollution, allow for alternative modes of transportation and conserve energy.

Guideline 12 All land use decisions should be made dependent upon whether the change would preserve and enhance the overall rural character of the community.

TRANSPORTATION

The Kamas General Plan is designed to give guidance and direction to city leaders as they plan for the movement and circulation of goods, people, and materials. Since traffic patterns and designations impact nearly every facet of the community, this element is vitally important to the overall welfare of the community. The purpose of the Circulation Element is to facilitate efficiency and intelligent design in the pattern of highways and roads and therefore includes both existing and future facilities.

Since transportation is so closely tied to land-use patterns, the two corresponding elements should be used together to shape the community of Kamas. The potential impact of any changes to one of these elements on the other should be studied to maintain the compatibility between the two elements. The primary purpose of this section is to balance future demands generated by the Land Use section with future roadway improvements, thereby developing a long-range circulation system that will efficiently support future land development.



BACKGROUND

As Utah continues to change and grow, many smaller communities, such as Kamas, face new challenges and growth-related problems. The primary circulation-related challenge for civic leaders is to balance the differing needs for vehicular, pedestrian and animal traffic. The impact of current and future traffic corridors on the natural and man-made environments also needs to be considered in order to minimize negative effects.

With future growth in Kamas and surrounding areas likely to continue, the community needs to prepare for future traffic issues and concerns. Care will also need to be taken to ensure that the current quality of life in Kamas is not dramatically altered or destroyed. Improvements to the existing transportation infrastructure will need to be made as conditions warrant. These improvements must also maintain enough flexibility to evolve as needs and technology change. However, municipal funds are limited and improvements should be constructed within the financial capabilities of the community. Therefore, new transportation facilities should be designed and constructed to provide maximum durability and minimize maintenance costs.

New Transportation Facility Review Criteria and Issues

As new transportation facilities are planned or constructed within Kamas City, they must satisfy the requirements found in the Subdivision Ordinance and General Design Standards contained in the Kamas City Land Use Ordinance and the current Kamas City Standard Specification and Drawings. They must also be reviewed for compatibility with the following key issues:

COMPATIBILITY WITH BUILT FORM

As plans for transportation facilities are developed, efforts should be made to ensure that the facility and the desired future land use pattern are mutually supportive. The facility should reflect the desired future development pattern in scale, function and intensity.

Appropriate transportation facilities should service development patterns. Retail and commercial areas should be convenient not only for automobiles, bicycles and

pedestrians, but should also include design for ample off-street parking and unloading zones. Residential areas should have facilities designed with safety as the key concern rather than cost. Parks and other recreational areas should be well served by trails and other pedestrian modes of transportation along with automobiles

INTEGRATION INTO NEIGHBORHOODS

New transportation facilities should be designed to improve the mobility and circulation in existing neighborhoods. Smooth transitions, functional intersections, and safety will be given special consideration.

PROTECTION OF NATURAL ENVIRONMENT

While construction of any transportation facility will inevitably impact the adjacent natural environment, it is a goal of Kamas City to minimize these impacts. Noise, air pollution, cuts and fills, and run off of oils and other pollutants are all concerns related to protection of the natural environment.

Appropriate speed limits, noise barricades or barriers, vegetation and berms, enforcement of local, state and federal vehicular noise reduction methods, and appropriate facilities in heavy traffic areas for large trucks can reduce noise impacts.

SAFETY

Transportation facilities should enhance safety in the community. Circulation, simplicity, and maintenance should be addressed with safety in mind. The circulation system should provide each neighborhood with adequate access for police, fire and medical services. The transportation system should be designed so that visitors and other users unfamiliar with the city can easily find their desired locations. All new and existing facilities should be properly maintained to minimize the possibility of accidents and injuries. Pedestrian facilities should be properly lighted to reduce the possibility of personal crimes. Finally, proper signage should be placed throughout the community to control traffic and guide users.

PLANNING AND PRIORITY OF FACILITIES

If the city is required to prioritize transportation facility projects, the criteria should include safety, number of citizens that will receive benefit, and linkages between facilities.

MAINTENANCE RESPONSIBILITIES

Some of the streets in Kamas City are under the jurisdiction of other public entities such as the State of Utah or Summit County. It is a goal of the city to coordinate and cooperate with such entities for the ongoing maintenance of these facilities.

TRANSPORTATION CORRIDORS AND CIRCULATION

Important to the success of the Kamas City transportation system is the need for an effective and complete hierarchy of roadways with transportation corridors and nodes that reflect access management strategies and alternatives to corridor access.

Road, Street and Non-Motorized Facility Classification

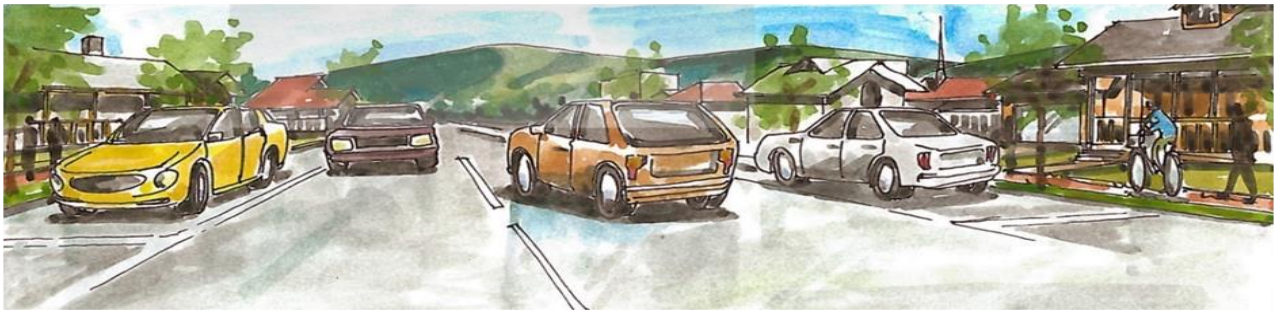
Each of the following classifications represents a different type of roadway, street, or non-motorized facility and a short description of typical characteristics. The classifications represent a local definition and description and are not intended to reflect any County, State or Federal definitions, but rather provide an effective method for designing a circulation system.

Classification	Right of Way	Access Policy
Arterial	72 + ft	Intersections and minimal driveways
Collector	66ft	Intersections and driveways
Local	60ft	Driveways

Arterial

An arterial is a major roadway or street, which serves the transportation needs of not only residents of Kamas City, but also for travelers moving through the community and on to other destinations. Access should be strictly limited on arterial facilities in order to preserve the best possible traffic flow and in the interest of safety. Subdivision lots should internally drain onto other collector roads before emptying onto an arterial and should not be designed to allow residents to back onto an arterial road from private driveways. Likewise, commercial projects should be planned with consideration of safety and access to any arterial. Projects should work together to minimize access to arterial facilities. Parking should be adequate and ample to avoid overcrowding, and loading and unloading areas should not take place directly on the arterial road.

Because these facilities are designed for traffic with higher speeds, pedestrian facilities such as sidewalks, trails and paths should be separated from the traffic flow through the use of planter strips, detached sidewalks and landscaping. Elementary schools should



not be located on arterial streets.

MINOR COLLECTOR

A minor collector is a roadway or street that typically serves the transportation needs of the residents in a particular area of the community, such as a subdivision. A minor collector is the backbone of a local street pattern. Although minor collectors are meant to service mainly residential development, they also serve to provide transportation to residential support uses such as parks, churches and schools. Access should not be limited on minor collectors but traffic flow and safety remain important considerations.

Pedestrian access is an important part of the minor collector system. All pedestrian facilities should be designed to be appropriate with regard to the minor collector road. The facilities should link to other sidewalks, trails or paths to make all services in the community accessible to pedestrians.

LOCAL STREET

A local street is a roadway or street that typically serves local residents. The facility is designed for slow traffic and safety is the key concern. These roads should be designed to discourage through traffic with the use of traffic signs or other appropriate means.

Pedestrian access is a critical part of the local system. Pedestrian facilities should blend into the system and be a key part of the transportation review of a proposed subdivision. Access to schools and churches, without requiring an automobile, is highly desirable. The facilities should link to other sidewalks, trails or paths to make all services in the community accessible to pedestrians.

Right-of-Way Protection and Acquisition

The Master Roads Plan identifies future transportation corridors and determine the functional class of each facility. The city can then effectively plan for the preservation or acquisition of critical transportation corridors. Once identified, the city can use a number of methods for the future financing and construction of the facilities including exactions, impact fees, capital improvements programming, and cooperation with other appropriate government entities such as the Utah Department of Transportation and Summit County. The Master Roads Plan should be reviewed prior to any development approval, including issuance of a Building Permit.

Transportation Network

Each roadway, street and non-motorized transportation facility functions as a part of a larger network designed to create a logical and safe pattern for moving goods and people through the community. Each segment, or facility, in the network is highly dependent on many other segments. For this reason, it is important to review each development proposal from a larger point of view. As each new facility is planned or constructed, the

city should consider how the facility would affect the transportation and circulation system as a whole. If the proposed new development will have a negative impact on the system, the applicant should be required to address the impact by upgrading existing facilities to meet new demand.



Develop a balanced circulation system that provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding land development patterns, and enhances regional circulation facilities.

Coordinate land use and circulation planning to maximize the land development opportunities created by major transportation routes.

Ensure that circulation facilities are designed and developed in harmony with the natural environment and adjacent land uses.

Cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Kamas, and between Kamas and other nearby destinations.

Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.

Provide transportation infrastructure that meets the needs for all types of users, including vehicular, pedestrian and equestrian traffic.

Ensure safe and efficient movement of automobiles, trucks and other motorized vehicles.

All roads and streets should meet applicable codes.

Safe and prudent speed limits should be established throughout the city.

Intersections should be well marked with appropriate signs or signal devices.

Provide safe walking corridors throughout the city.

Primary pedestrian routes should be identified and designated.

Crosswalks should be safely located and clearly marked.

All pedestrian facilities should be designed and constructed in compliance with the Americans with Disabilities Act.

Retain room for horseback trails and pathways.

Certain pathways for equestrian traffic should be identified and designated.

Improve and maintain existing roads and trails to ensure quality and safety for all users.

Prioritize future road improvements to maintain responsibility in the expenditure of municipal funds.

The most pressing needs of the city should be identified and prioritized. Funds for future improvements and the construction of future roads should be dispersed according to highest priority.

Provide ways to ensure that required maintenance and upkeep is being performed.

Kamas should work closely with Summit County and officials of the State of Utah to ensure that road maintenance performed by entities other than Kamas City is completed in a timely manner and of an acceptable quality.

Develop ways to protect the safety of all users of roads and trails.

City officials should meet as needed to study and implement additional safety measures and programs.

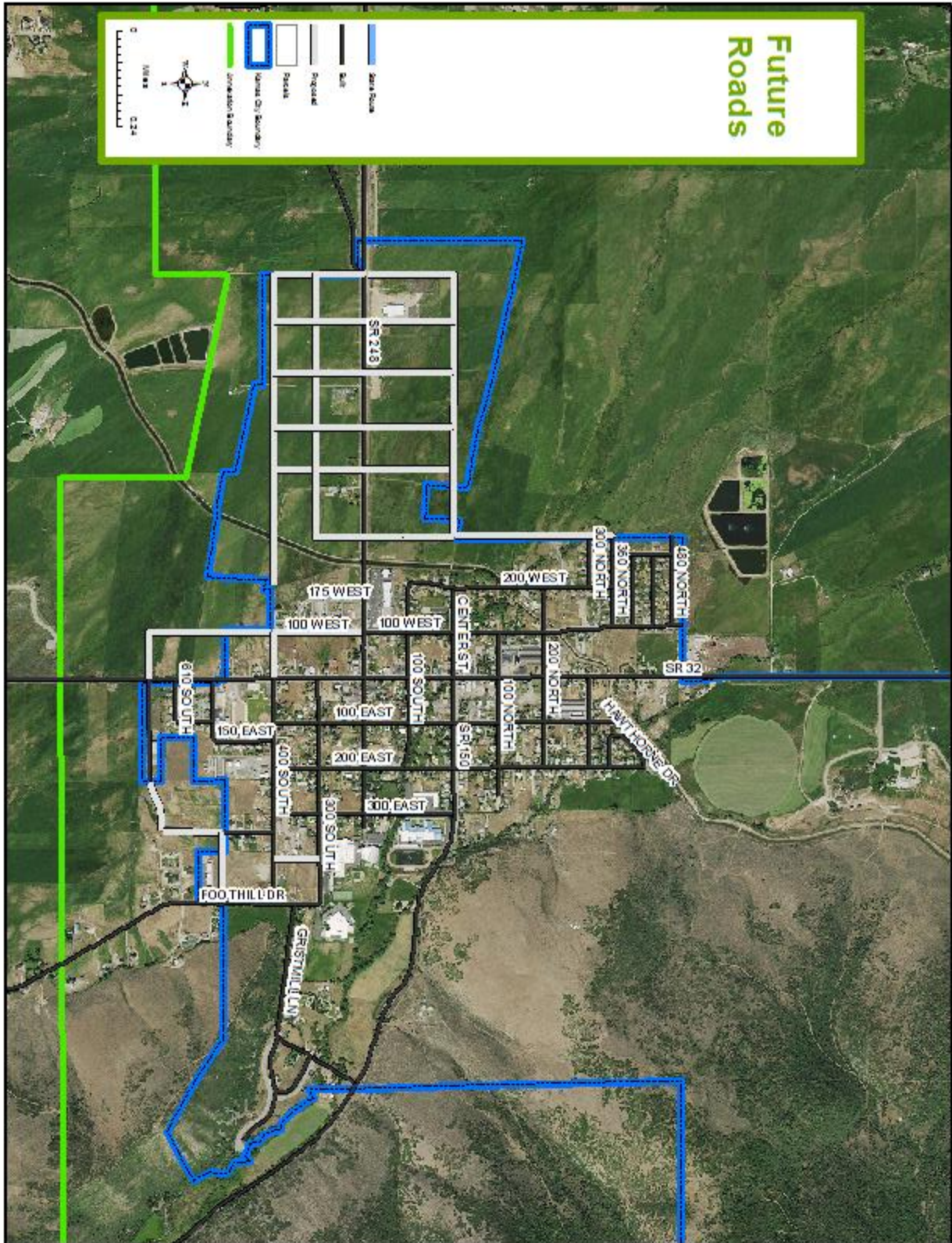
Design transportation policies that are in harmony with the land use and community goals and objectives of Kamas.

Provide the means to analyze the potential impact of future development on the transportation system and the mitigation of negative impacts.

Design an adequate transportation system for current and future residents and areas of development.

Ensure that all future roads are properly designed and include provisions for adequate drainage.

The impact of future land uses upon the transportation network of Kamas should be reviewed during the planning process.



INTRODUCTION

The Public Facilities Element is a plan for municipal utilities, public structures, properties, and measures required to meet the needs of the community. It is an important part of the General Plan, and, periodically, it must be reviewed and updated within the context of all other plan elements and against the broader context of changing economic, social, and political standards of the city.

Investments in public facilities are designed to respond to the identified needs of both the existing population and the projected population.

Year	2000	2010	2020	2030	2040	2050	2060
Kamas	1,274	1,811	2,246	2,864	4,205	6,058	8,447

The annual capital budget provides for financing the construction of immediate projects for the current fiscal year. The 5-Year Capital Improvements Plan sets priorities for establishing and financing projects during the five succeeding fiscal years. The Public Facilities Element of the General Plan identifies policies that direct capital improvements within the city.

The location, size, timing, and financing of major streets, water, sewer, and drainage systems, parks and playgrounds, police and fire stations, and libraries must be planned well in advance of their construction as a means of minimizing their cost, optimizing their usefulness, and maximizing their public benefits and private sector support.

The interlinked features of the Public Facilities Element, Capital Improvements Plan, and Capital Budget provide a broad perspective of the existing and planned infrastructure of the community. This enables decision makers in the public and private

sector to anticipate and prepare for future development.

Water System

Kamas City is committed to upgrading its water and sewer systems on a continuing basis in order to maintain a high level of service to the residents of the community.

OBJECTIVES

Maintain high standards of service and water quality.

POLICIES

1. The City of Kamas controls major production, storage, and distribution facilities within its water service area. No private culinary water systems will be allowed within the city.
2. The City of Kamas shall encourage water conservation.
3. Private development will provide and construct all necessary infrastructure and transfer water shares necessary to serve individual projects.
4. Water distribution facilities will not be extended outside city limits.
5. Any water improvements should be constructed to all applicable city standards and specifications as determined by the Kamas City Engineer.

SECONDARY WATER

Kamas should evaluate the feasibility of a secondary water system. Current studies suggest that the system may not be viable for many years. However, the potential and incidence of increased growth may expedite the need for a secondary system. As developments occur, the city should review, as part of the development process, the possibility of small-scale secondary or gray (re-use) water systems.

The city's original sewer system was completed in 1969. Given the current growth rate the system has capacity for the immediate future. The city needs to work with the local irrigation company to support a secondary irrigation system that would alleviate much of the infiltration of irrigation water into the sewer system.

OBJECTIVE

Efficiently manage the City sewer system.

The City of Kamas shall provide for and control all major sewer facilities within its boundaries.

POLICIES

1. Private development must provide all collection facilities and additional infrastructure necessary to serve individual projects.
2. Sewer system improvements shall be constructed to all applicable City standards and specifications as determined by the Kamas City Engineer.
3. Existing septic systems on lots shall be required to connect to the city sewer service as required by City Ordinance #2005-02.
4. The city should maintain a 1000 ft. buffer between development and the sewage lagoons.
5. No outside sewer systems shall be connected into the Kamas City system.

Storm Drainage

Kamas incorporates detention and retention basins, natural washes, ditches and storm drains into the citywide storm drainage system. Kamas participates in the Federal Emergency Management Agency (FEMA) flood control program that has determined that the majority of Kamas is a “No Special Flood Hazard Area” (NSFHA) with the exception of the extreme northeast corner of the Beaver Creek Subdivision. Other areas along Beaver Creek are designated as sensitive lands. The Community Identification Number is 490137. Areas on the north and west portions of the city are susceptible to a high water table and should be avoided by development. The City of Kamas should plan for and control future major storm drainage and flood control facilities within its boundaries.



OBJECTIVE

Maintain all current basins and ditches.

POLICIES

1. Ditches should be retained in their natural condition unless storm water management facilities have been designated.

2. Private development shall participate in improvements to the major system through storm drainage and flood control development, construction of selected facilities, and by providing additional resources.
3. Private development must provide all internal collection facilities necessary to serve individual projects.
4. Development projects should plan for a future storm drainage and flood control system.
5. Private storm drainage system improvements should be constructed to all applicable city standards and specifications.

City Buildings and Property

The current City Hall houses the Administrative Offices of Kamas City. Included in the City Hall are offices for the City Clerk/Recorder, Treasurer, Mayor, City Planner and Kamas City Police Department. The maintenance shed is located on 400 South and 200 East. Kamas City also owns the Kamas City Park Building located at 400 South and Main Street.

POLICIES

1. City service facilities should be provided to efficiently meet the administrative, public safety, maintenance, and cultural needs of the community.
2. Library services are provided by Summit County.
3. Community properties should be the primary focus for community activities and city administrative services.
4. City facilities, especially those that citizens need to visit on a regular basis, should be grouped wherever possible.
5. The design of city facilities should incorporate water and energy conservation measures and meet ADA accessibility requirements.

Public Safety

The Kamas Police Department provides service to residents, visitors and businesses in Kamas City and the rest of Kamas Valley in cooperation with the Summit County Sheriff Department. The station is located at the Kamas City Hall and the department



has two full-time officers and two reserve officers. Fire protection is provided by the South Summit Fire District.

GOAL

Work to provide for the safety of Kamas residents and visitors from personal injury and property damage through crime or natural disaster.

POLICIES

1. Ensure officers have adequate vehicles and equipment.
2. Fire protection is provided by the South Summit Fire District.
3. Private developments shall provide all necessary fire safety systems and facilities, such as fire hydrants and water lines.
4. All new developments must meet or exceed current fire codes.

Kamas City currently has good working relationships with electrical, natural gas and internet providers. The service received is generally considered to be good. The quality of this service should remain high for the foreseeable future.

Parks and Recreation

The city currently maintains three city parks. An 8.5 acre park along Main Street contains a pavilion, a playground and the rodeo grounds. A 1.3 acre pavilion facility is on 100 South 100 East. A small park shares the city hall property. As opportunity and funding become available, the city should look to improve and expand park and recreation facilities.

GUIDELINES

1. Parks should be provided to equitably provide varied recreational activities throughout the community.
2. New development should provide facilities with basic recreational activities for all new subdivisions. The site should provide adequate parking and be easily accessible to all residents of the new neighborhood.
3. City parks should provide a broad range of recreational activities for residents of all ages and abilities. City parks should be placed to provide good access for the majority of residents.
4. Private development should participate in park development through park impact fees, dedication of land, and construction of facilities.
5. Parks should be designed to match the characteristics and traits of the adjacent neighborhoods and the city itself.

Economic development is the carrying out of activities that infuse new capital from outside the area into the community to improve the lifestyle of local citizens.

Historically, Kamas started out as a timbering community. East access to nearby mountains made timbering a natural local industry. Settlers cut and hauled logs and lumber into the valley for homesteads. They also hauled their products into Park City to the mines and into the Salt Lake Valley to



trade for provisions. Another early industry that distinguished Kamas Valley was dairying, although few dairies are still operational today.

Ranching has been and continues to be one of the Kamas Valley's major industries. The fertile land and abundance of water produce the high mountain grasses that make excellent forage for cattle in the summer along with an abundance of hay for the animals in the winter months.

"The City of Kamas would like to retain the feel of a small community, which would include no big box-retail stores and more mom and pop shops. Commercial development is needed to provide tax base for the city and quality of life for residents."

Tourism has become an important part of the local economy in recent years. Kamas has long been known as the "Gateway to the Uintas" and it has been used as a supply station for those people who pass through to the Uinta Mountains and Wilderness Area for camping, hunting, hiking, horseback riding, and other recreational activities.

Kamas is currently in need of more commercial and light industrial development to provide for the needs of its rising population. Although Kamas now provides many services, residents are traveling to Park City and Heber for other important services.



The addition of more commercial and light industrial properties is a current and emerging issue that must be faced by Kamas City. As the community continues to grow over the next several years, the city should strive to make itself appealing to commercial and industrial growth. Economic

development is the life-blood of every community, and industry is essential to growth in every other aspect of the community.

Kamas's economic development focus will be on working with quality developers to bring business sites to the market, cooperating with utility services, and providing quality zoning ordinances to attract and keep targeted businesses in the city.

GOALS

- To promote and encourage commercial, industrial and other economic endeavors to strengthen and improve the city's tax base and quality of life.
- Encourage the creation of additional local jobs to create the opportunity for more residents to work within the community rather than commuting to adjacent areas.
- Make Kamas a more self-contained community by providing retail opportunities to obtain basic necessities and other commercial/retail services within the community.

POLICIES

1. Coordinate closely with private, county, state and other economic development organizations.
2. Promote a positive environment for the growth and development of economic activities that will enhance the quality of life within the city.
3. Encourage the development of high quality commercial zones that maintain the existing character of the city.
4. Provide adequate infrastructure to support the anticipated needs of commercial and industrial development.
5. Encourage businesses to locate along the highway corridor and Main Street in existing commercial zones.
6. Work with businesses and UDOT to provide access to these businesses in both areas of the city.
7. Coordinate commercial, industrial and recreational potential with work force characteristics and community resources.
8. Consider and evaluate the potential for attracting commercial and retail stores (e.g. hardware and do-it-yourself stores), agricultural support businesses, small industries and manufacturing facilities, and recreational/tourist businesses.
9. Determine the best locations for commercial and retail services as well as the infrastructure required.
10. Prepare a land use plan indicating areas of commercial development in coordination with the other plan elements.

INTRODUCTION

Kamas is located globally at 40° 38’12” North 111° 16’47” West. Kamas is located in the Kamas Valley where most of the land is fairly level, but the city sits at the base of the Uinta Mountains and therefore has gentle slopes through the majority of the city with steeper slopes towards the extreme North and East. The elevation of the city is approximately 6,500’ above mean sea level.



CLIMATE AND VEGETATION

The climate in Kamas is characterized by moderate summer temperatures, low humidity, wide temperature ranges, and low seasonal precipitation. The closest meteorological station (Station 424467) is located in Kamas.

Season*	Mean Maximum Temperature	Precipitation
Winter	36.6° F	4.31"
Spring	56.2° F	4.78"
Summer	82.1° F	3.06"
Fall	60.4° F	4.74"

Source: Western Regional Climate Center, Utah State University *

Meteorological Season

Days are generally sunny, except during periods of winter storms or afternoon thunderstorms in the summer. Since the area normally has very little cloud cover, the temperature falls rapidly at night, resulting in a high daily temperature range.

NATURAL HAZARDS

Kamas sits at the base of the Uinta Mountains and has been determined by the National Resources Conservation Service and the Utah Automated Geographic Reference Center to have a very low natural hazard potential. Additionally, there are no identified earthquake faults in the vicinity of Kamas.

Often associated with earthquakes are slide areas and debris areas. These areas pose as much risk as the earthquakes themselves. Where there are no identified faults in the vicinity of Kamas, it is reasonable to determine that the threat of slide or debris activity is very low.

Hydrology

Kamas City recognizes that one of the most significant natural hazards in the valley is water. Much of the western portion of the city and the entire valley floor is characterized by high ground water levels and wet soils. As seen on the map below, the National Wetlands Inventory has documented a multitude of temporarily or seasonally flooded lands in these areas. It is therefore appropriate that the city designate these areas as sensitive lands, which would require additional geologic studies, when evaluating development proposals.

Topography/Slopes

Generally level areas are relatively common within Kamas; however, the topography of the city is considered one of the unique assets of the area. The steepest slopes in Kamas are toward the east corporate limits, beyond the developed area of the community, where the Uinta Mountains rise imposingly over the community. These areas,

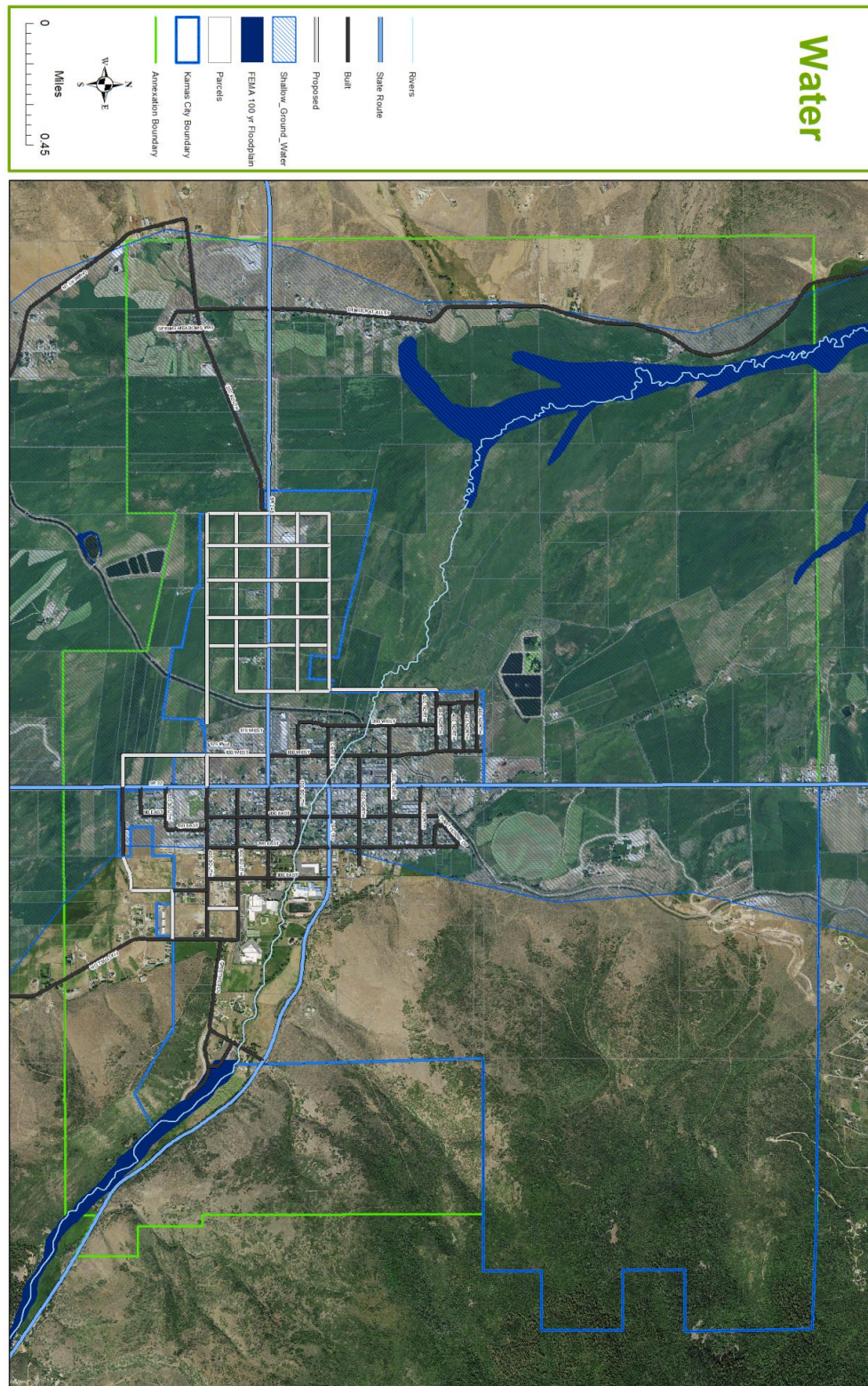
consisting primarily of the SS Hill, are too steep for development and should be preserved for their natural beauty.

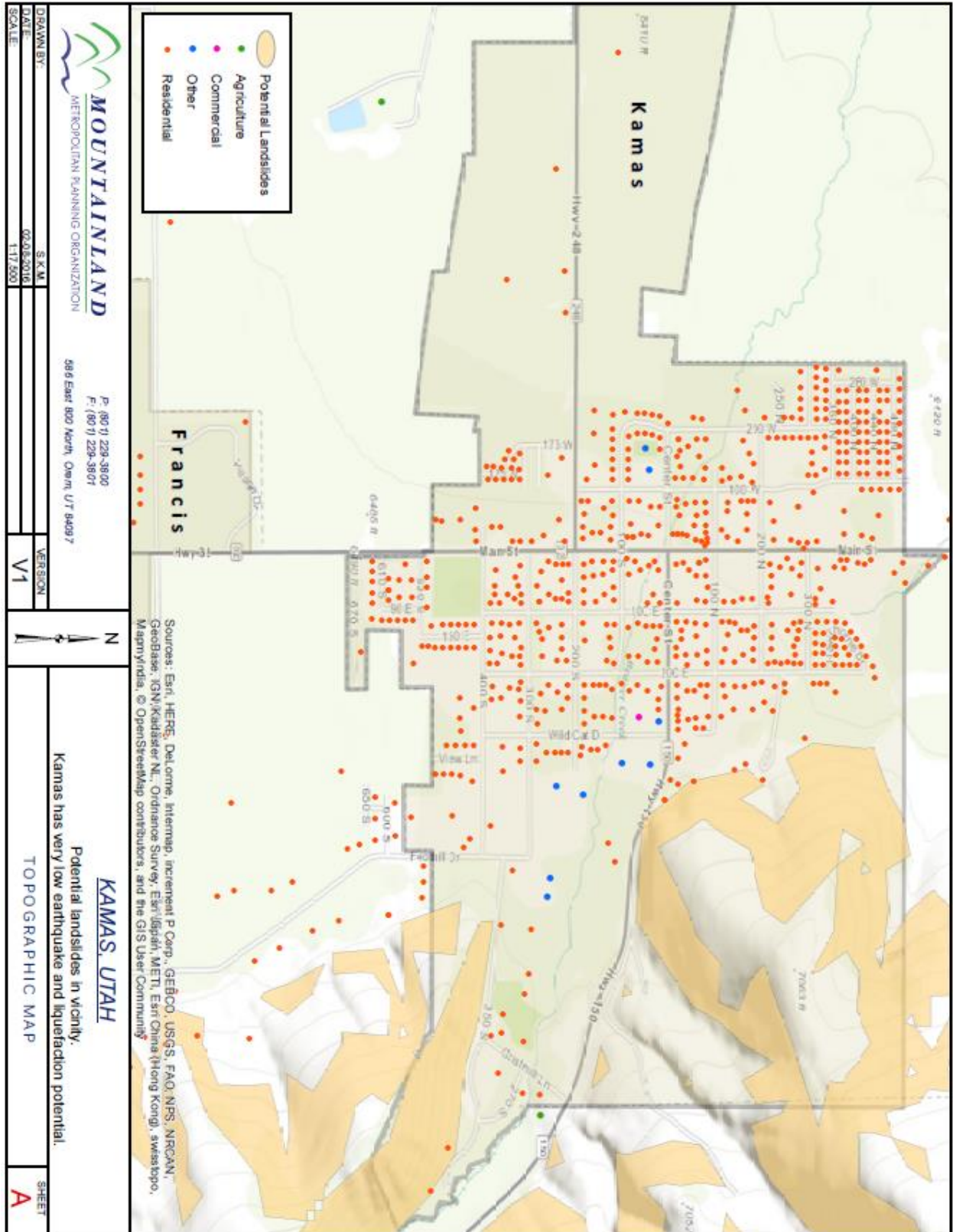
SOILS

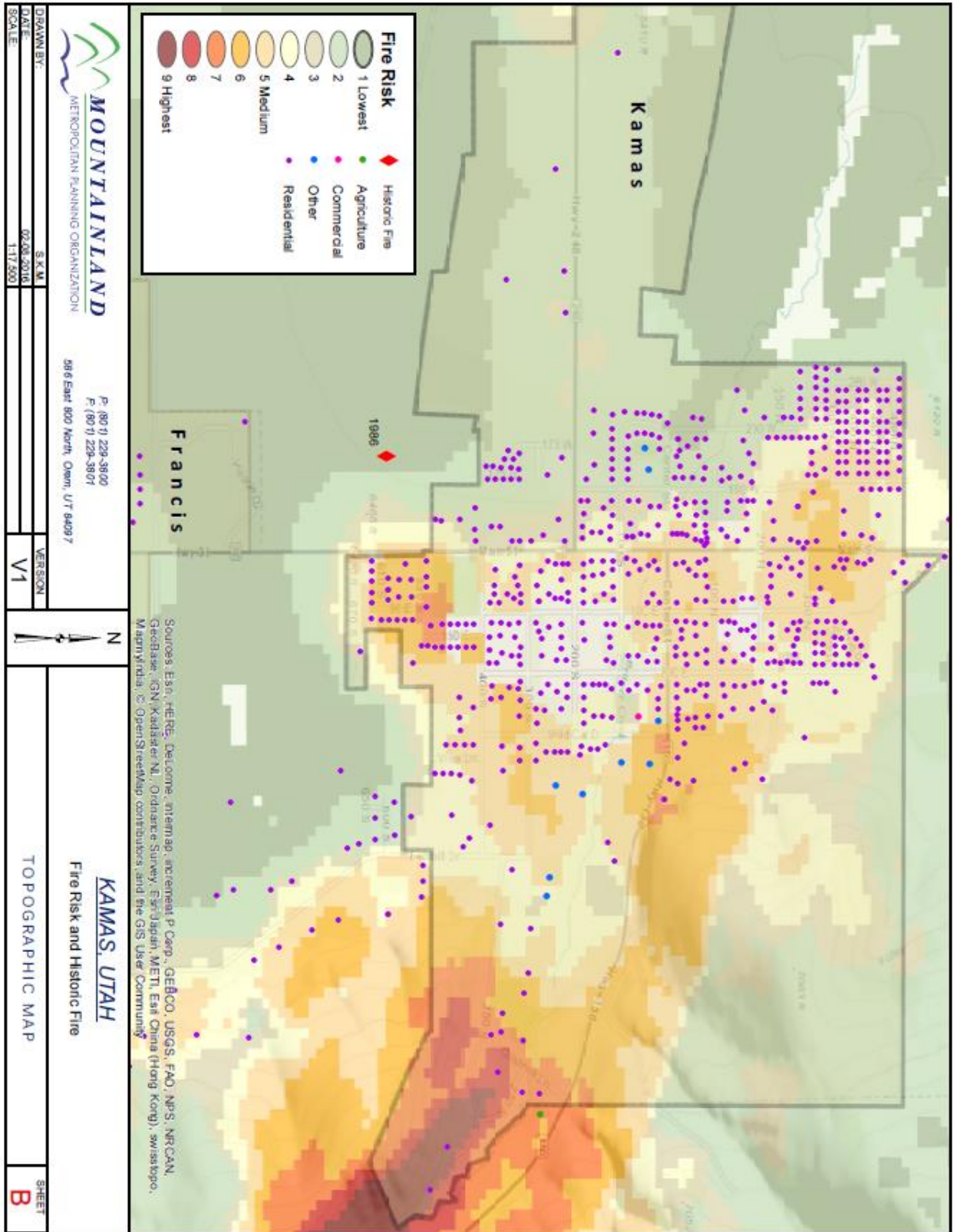
Although the hazard levels from geologic and/or geographic phenomena are relatively low for Kamas, it is important to not ignore the possibility of hazards or the role soils and geology plays when considering development proposals. Kamas' efforts to minimize soil and geologic hazards to people and properties should include:

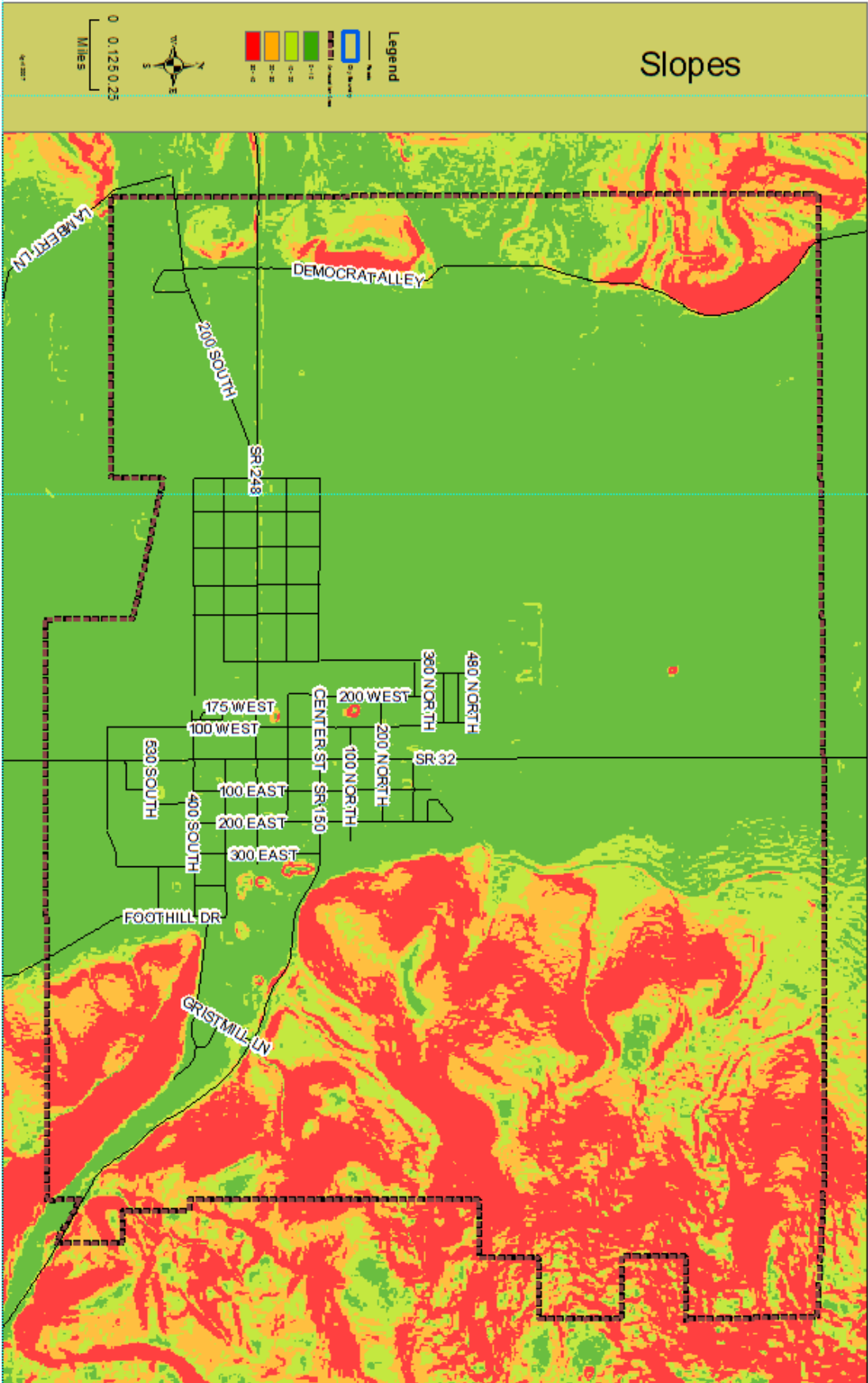
1. Requiring developers to identify and assess soils and geologic hazards prior to development through the preparation, submission and review of thorough geotechnical reports.
2. Preparing construction policies for roads and other improvements on sensitive hillsides.
3. Regulations that limit development densities on lands that contain severe hazards or constraints.

Citizens can also avoid soil and geologic hazards by selecting construction sites that have been carefully evaluated by professional geologists and/or engineers.









MODERATE INCOME HOUSING

The availability of moderate income housing has become a statewide concern. In 1996, the Utah State Legislature adopted §10-9-307 of the Utah Code dealing with "Plans for Moderate Income Housing". This section of the code requires that every municipality adopt a plan for moderate income housing within the community. The plan must address the following five issues:

An estimate of the existing supply of moderate income housing located within the municipality

A survey of total residential zoning

An estimate of the need for moderate income housing in the municipality for the next five years as revised biannually

An evaluation of how existing zoning densities affect opportunities for moderate income housing

A description of the municipality's program to encourage an adequate supply of moderate income housing

Moderate income housing as defined by the Utah State Code § 10-9-307 (2) (a) is: "...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the county for households of the same size". In 2013 the median income for Summit County is \$97,000.

The 2013 moderate income level for Summit County for a family of four is \$64,000. The Summit County moderate income level is recommended by the State to be used by Kamas City in determining whether or not housing is affordable.

Estimate of Existing Supply

According to the Utah State Affordable Housing Model, Kamas currently has a surplus supply of **18** units for households making 80% of the Metropolitan Statistical Area Median Income (MSAMI). Also according to the model the City has a surplus of units available to those making 50% of the MSAMI, and a small deficit of units for those making 30% of the MSAMI.

Estimate of the Need for Next Five years

The majority of the need for moderate income housing within **Kamas** will be to serve the town's own growth. Or in other words, to house existing residents and more particularly their children as they grow up and move out of their parents' home.

According to the Utah State Affordable Housing Model, population growth in **Kamas** between 2010 and 2020 will create a demand of 2 additional units available to moderate income families (i.e. 80% MSAMI).

Survey of Residential Zoning

Kamas City has seven zoning districts that are designated for residential living:

The A-40 Zone was created as a district for the outlying areas of the City to maintain continuity with existing Summit County AG-40 zoning and regulations and to protect the valuable agricultural land and maintain the historic nature of the community.

The A-5 Zone protects agricultural land uses within Kamas City by controlling density. This zone also provides an open space buffer between commercial and residential areas to mitigate potential impacts between residential and other land uses.

The A-1 Zone provides an open space buffer between residential zones.

The R-A or Rural Residential Zone was created for ½ acre zoning. It is intended as a permanent residential district for those areas of the community where it is desirable to maintain low residential densities.

The R-1 (Single Family Residential) zone is set aside to provide for single family dwellings. The smallest lot size within the R-1 zone is 10,000 sf.

Kamas City does have an R-M (multi-family residential) District. It was created to provide a well-planned and well-kept housing development that has a compatible mixture of single and multi-family dwellings.

The M-H (Mobile Home) District is a zone that allows for mobile homes and related uses in a well-planned and safe environment within Kamas City.

Evaluation of Zoning's Effect on Housing Opportunities

The Kamas City Planning Commission and Kamas City Council hold one of the most important keys to providing housing opportunities for persons of moderate income. The key the city holds is zoning. However, many other factors contribute to the affordability of housing that cannot be controlled by the City. Land prices, construction material, interest rates and other financing costs can significantly influence housing costs. By working cooperatively with State and County Agencies, Kamas can assure affordable housing to its citizenry.

Low income households making 50% of the median income, which will typically be renters, may be affected by zoning, but may also be impacted by market conditions beyond the control of the City. Households making 30% of the MSAMI will more than likely need government rental assistance in addition to any zoning assistance from the City. Both of these categories are beyond the scope of this plan and State planning code requirements.

Program to Encourage Moderate Income Housing

The City of Kamas has taken the following steps to ensure housing is available to a wide variety of households:

- Allow some Multi-Unit Housing
- Reasonable Lot Sizes
- Reasonable Development Fees and Costs
- Available land zoned for development
- Have allowed multiple self-help housing projects that are directed specifically to create moderate income housing.

GOAL

To ensure an adequate supply of safe, accessible, sanitary, and aesthetically pleasing moderate income housing integrated throughout the City in various locations, and consistent with the needs of all segments of the population.

POLICIES

1. Encourage a mix of lot sizes and housing types in new residential developments.
2. Regularly update the Moderate Income Housing Element and Affordable Housing Model.
3. Utilize state or federal funds or tax incentives to promote the construction of moderate income housing.
4. Utilize affordable housing programs administered by the Department of Community and Economic Development.

The purpose of this portion of the general plan is to begin the development of a community-wide trails plan. By providing information to decision makers and advisory boards, such as the Planning Commission, City Council, Mayor, Planning Departments, trail oriented groups and the public, this plan will help coordinate the development of a trail system that is a valuable asset while remaining economically responsible.

As a rural community, Kamas has few dedicated pedestrian pathways and sidewalks. Citizens have typically taken advantage of the wide gravel shoulders to get around City. However, as the community develops and the popularity of non-motorized transportation increases, demand for safer facilities has increased. This plan attempts to balance the rural characteristics of the City while providing a safe place for residents to walk, jog or ride.

In a City-wide survey completed in the fall of 2012, respondents were very supportive of trails in Kamas. The results of those questions can be found at the end of this chapter.

System Benefits

Safe Routes to School: Trails provide excellent means for allowing kids to walk or ride safely to and from bus stops.

Transportation: Trails can increase the transportation mode split of bicycling and walking trips, and also improve safety and increase access.

Mobility for All Residents: Trails provide safe, comfortable routes for those who either are unable or choose not to drive: children, the elderly, disabled, and certain economically disadvantaged persons need the independence and choice afforded by a good non-motorized network.



Recreation: Trails provide an easily accessible outdoor resource for many forms of recreation, most notably bicycling and walking. Trails greatly increase community access to physical activity and fitness opportunities by providing more miles of safe, attractive bicycling, walking, and hiking facilities.

Reduction of Pedestrian/Bicycle/Auto Accidents: A good non-motorized system targets and eliminates key behaviors that cause accidents.

Economic: Walkable communities can produce income from shared utility leases, increase the value of real estate, and generate income from tourists, special events, and other users. Improved walking conditions improve the quality of life by making an area more attractive for business relocations and in-migration. Costs of developing and maintaining the road access infrastructure are also lessened as motor vehicle trips are reduced.

Land Use Planning: Trails and other green way corridors promote park and recreation development, wet land preservation, and buffered environmental protection. Trails preserve undeveloped lands in urban areas and serve to separate and buffer contradicting land uses.

Environment: Possible environmental benefits include wildlife preservation, water quality protection, storm water management, preservation of vegetation, and other benefits, such as firebreaks. They also reduce noise and visual pollution.

Education: A trail corridor often encompasses several different environments along its route and can be thought of as an outdoor classroom full of educational materials. The scientific community, educators and students can realize the value of trails through a wide range of studies, such as biology, geography, history, recreation management, and art.

Quality of Life: Increases in the quality of life associated with non-motorized trails are realized through expressions of community character and

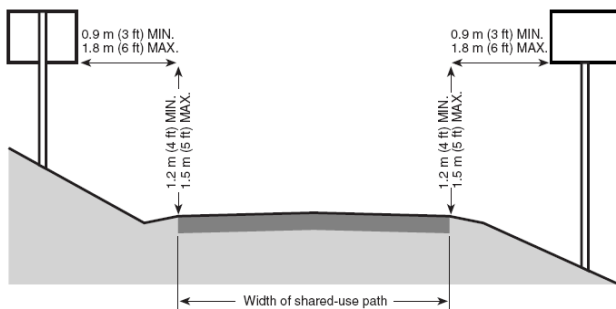


pride, aesthetics of the local environment, economic revitalization of the community, access to the outdoors, opportunities for casual socialization, and easy increase of mobility.

Trail Types and Uses

Kamas has identified two separate trail types that appear on the Trail Plan map and are described below.

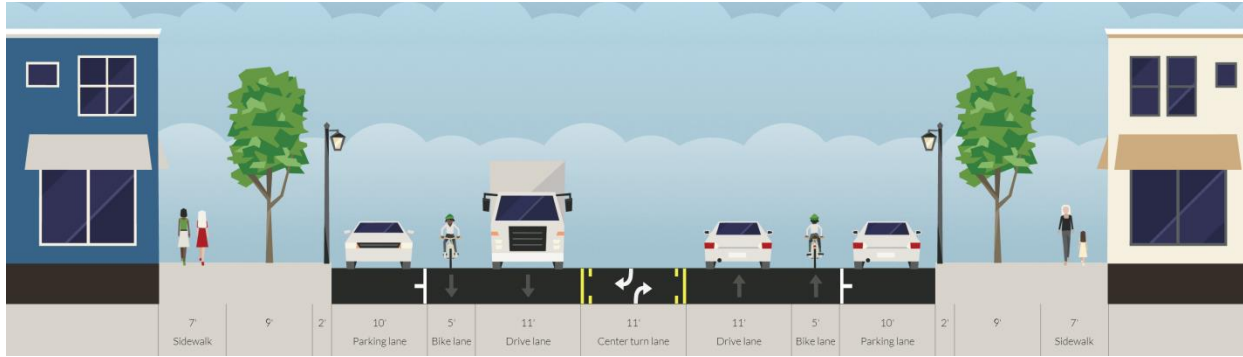
Non Motorized— Non Motorized trails are a dedicated asphalt path designed to be used by walkers, joggers and recreational bikers at slower speeds. They typically serve recreational users and are located in many areas of the community but not along every



street. Separated from traffic and higher speed bikers, users enjoy a much safer and more enjoyable experience. Development of these more expensive trails will likely occur through development, grants and other funding sources as they become available.

Bike Lane— Bike lanes are designed to allow bike users to cover larger distances at greater speeds and are therefore located primarily along arterial and collector roads within the City. A widened shoulder with specific striping separates riders from traffic and pedestrians which will increase safety and comfort for all users and vehicles. Development and maintenance are relatively inexpensive and usually occurs with road development and maintenance projects.





Funding

Funding will likely become one of the more difficult aspects of creating the Kamas City trail system. When viewed as a whole system, the costs of construction and acquisition can seem overwhelming. Therefore the City should strive to build smaller sections as opportunity and funding becomes available through development exactions, grants, and road maintenance. As time continues these small sections will be connected and become a well-developed system.

Trail Project Priorities

Name	Type	Description
Main Street	Bike Lane	Along SR32 from Marion to Francis
Center Street	Non Motorized	SR150 from Main Street to South Summit High School

Survey Results

Would you support the development of a city wide walking path/trail system?

Answer	Count	Percentage
Yes (Y)	57	63.33%
No (N)	22	24.44%
No answer	11	12.22%

About how many times per month would you use Kamas City walking paths if the system were developed?

Answer	Count	Percentage
1 (A1)	11	12.22%
2 (A2)	2	2.22%
3 (A3)	2	2.22%
5 - 10 (A4)	18	20.00%
10 - 20 (A5)	17	18.89%
More that 20 (A6)	17	18.89%
No answer	23	25.56%

How would you use city pathways?

Answer	Count	Percentage
Walk/Run (SQ001)	59	65.56%
Bicycle (SQ002)	49	54.44%
Horse (SQ003)	11	12.22%

Bonding is one way that communities pay for major improvements. Bonding is when the City borrows money and promises to pay back the loan with future tax dollars or user fees. Bonding may or may not require tax increases. Would you support the City bonding for the following?

[City wide trail system]

Answer	Count	Percentage
Yes (Y)	48	53.33%
No (N)	24	26.67%
Uncertain (U)	11	12.22%
No answer	7	7.78%

IMPLEMENTATION

The foregoing maps and explanatory matter constitute the General Plan for Kamas, but the plan is not self-executing. It is like a blueprint. It can only “sit on the shelf” until each public agency or person incorporates it into his or her individual programs.

After the General Plan has been adopted, the Planning Commission and City Council should no longer make decisions pertaining to matters relating to physical development without first referring to the General Plan as a part of their decision-making process. Not only will it be the responsibility of public officials to uphold the integrity of the General Plan, but it will also be necessary for them to adopt the policies and procedures of the plan and to actively support administrative officials in their duties as they carry out the plan.



Planning: A Continuous Process

It should be recognized that a General Plan is never really finished in the sense that a plan of a building is finished. Rather, a General Plan should become a repository for new and improved ideas that can be assimilated and made part of an ongoing program. As better solutions to problems become known, or as changes and unforeseen conditions arise, corresponding changes should be made in the plans. On the other hand, it should also be recognized that to make one change in a general plan might require many other changes to be made. This occurs because of the interrelationships that are inherent in General Plans. What may appear to be a better solution to one problem, in and of itself, may call for other changes to be made that, in total, become unacceptable. Changes should, therefore, be made in the Plan only after the total affects have been taken into account.



Implementation Measures Needed

The following are measures that should be taken to implement the General Plan:

1. Preparation and adoption of a revised Land Use Ordinance designed to implement the various Elements of the General Plan.
2. Preparation and adoption of policies covering extension to water and sewer lines and other public utilities as a means of encouraging development to take place in accordance with the Plan.
3. Preparation and adoption of a long-range Capital Improvement Program (CIP) showing public facilities listed according to priority of need and indicating the approximate amount and source of funds.

4. Adoption and/or revision of impact fee ordinances to fund the improvements required by new development and growth.

Incentives for Planning

Experience has shown that many rewards come to communities that prepare and implement General Plans, especially when several communities are adjacent to each other. Plans can be coordinated, more “mileage” can be obtained from tax dollars and more efficient use of physical, financial and human resources can be had. The preparation and implementation of General Plans can also serve as a prerequisite for federal or state aid for water supply and distribution works, sewage facilities and water treatment works, parks, libraries, streets and urban conservation programs. The most important reward, however, is that a community becomes a healthier, safer and more wholesome place in which to live and raise a family.

General Plan Amendment Reports

Should there be any requests made by the public to amend the General Plan after its adoption, the following reports should be filed with the city to support a requested amendment, as appropriate:

1. A culinary water report;
2. A sewage treatment report;
3. A traffic report;
4. A storm drainage report;
5. A right-of-way report;

6. A geo-technical report;
7. A fire protection report;
8. A public safety report;
9. An educational services report; and/or
10. An electrical service report.

General Plan Review

The General Plan should be reviewed on an annual basis to maintain its level of productivity and suitability. Furthermore, the city should pursue a comprehensive review and amendment every five years. This time frame may be shortened or lengthened by the Planning Commission and/or City Council based on the rate of growth, maturity and changing atmosphere of the community.

KAMAS CITY ANNEXATION POLICY, AN ADDENDUM TO THE KAMAS CITY GENERAL PLAN

ANNEXATION POLICY.

Kamas City hereby asserts that it has complied with the State legislative prerequisites for adoption of a policy declaration. Those prerequisites are as follows:

- (1) Sound urban development is essential to the continued economic development of this State;
- (2) Municipalities are created to provide urban governmental services essential for sound urban development and for the protection of public health, safety and welfare in residential, commercial and industrial areas, and in areas undergoing development;
- (3) Municipal boundaries should be extended, in accordance with specific standards, to include areas where a high quality of urban governmental services is needed and can be provided for the protection of public health, safety and welfare and to avoid the inequities of double taxation and the proliferation of special service districts;
- (4) Areas annexed to municipalities in accordance with appropriate standards should receive the services provided by the annexing municipality as soon as possible following the annexation;
- (5) Areas annexed to municipalities should include all of the urbanized unincorporated areas contiguous to municipalities, securing to residents within the areas a voice in the selection of their government;
- (6) Decisions with respect to municipal boundaries and urban development need to be made with adequate consideration of the effect of the proposed actions on adjacent areas and on the interests of other government entities, on the need for and cost of local government services, and the ability to deliver the services under the proposed actions and on factors related to population growth and density and the geography of the area; and
- (7) Problems related to municipal boundaries are of concern to citizens in all parts of the State and must, therefore, be considered a State responsibility.

MAP SHOWING THE ANTICIPATED FUTURE EXTENT OF KAMAS CITY'S BOUNDARIES AND AREAS THAT ARE MORE READILY AVAILABLE FOR SERVICE.

- (1) This portion of Kamas City's Master Annexation Policy Declaration describes the geographic areas considered most favorable for future city expansion.
- (2) The map (see Appendix "A") visually displays the existing boundaries of Kamas City in a heavy blue line and the future boundaries by a green line.

(SEE MAP IN HARD COPY OF CODE.)

CRITERIA AS REQUIRED BY STATE LAW, TOGETHER WITH ADDITIONAL CRITERIA AND POLICIES FOR CITY ACCEPTANCE OF AN ANNEXATION.

(1) The city endorses the intent of the Utah Boundary Commission Act, Sections 10-2-401 to - 424, Utah Code Annotated 1953, as amended. Criteria for annexation of property to the city are as follows:

- (a) The property must be contiguous to the boundaries of the city.
- (b) The property must lie within the area projected for the city municipal expansion.
- (c) The property must not be included within the boundaries of another incorporated municipality.
- (d) The annexation must not create unincorporated islands within the boundaries of the city.
- (e) The property proposed to be annexed hereunder will not be annexed for the sole purpose of acquiring municipal revenue or for retarding the capacity of any other municipality to annex into the same or related area.

(2) The city will evaluate the following for each annexation:

- (a) Compliance with all requirements of appropriate State Code provisions.
- (b) The current and potential population of the area, and the current residential densities.

- (c) Land uses proposed in addition to those presently existing.
 - (d) The assessed valuation of the current properties or proposed uses.
 - (e) The potential demand for various municipal services, especially those requiring capital improvements.
 - (f) Recommendations or attitudes of other local government jurisdictions regarding the proposal and potential impact of the annexation.
 - (g) An accurate map of the proposed annexation area, in addition to that required by State law, showing the boundary of the area and property ownership lines; the topography of the area and major natural features, easements, drainage channels, wooded areas, areas of high water table, etc. A vicinity map should also be included.
 - (h) A statement as to how the proposed area, and/or its potential land uses would contribute to the achievement of the goals and policies of the city.
 - (i) Identification of any special districts or county departments that are currently providing services. If the proposed area is receiving services that are to be assumed by the city, a statement should be included indicating that steps can be taken to assure an effective transition in the delivery of services. A timetable for extending services should be included if the city is unable to provide services immediately.
 - (j) If an application for annexation includes a specific proposal for urban development, an understanding as to the provision of improvements should be concluded between the city and the applicant.
 - (k) The proposed area should not only be contiguous to the municipal boundary, but should be a substantial width to avoid a narrow "cherry stem" condition.
 - (l) New annexations should create areas in which services can be provided efficiently. The annexation should not create topographically isolated areas, areas for which the provision of services would be costly or difficult, or an area in which ground water runoff would create multijurisdictional problems.
 - (m) Neighborhoods within which residents feel a sense of identity with a community should, if possible, not be excluded from that community or divided between communities.
 - (n) The tax consequences for affected entities should be addressed.
- (3) In order to facilitate orderly growth, the following city policies will apply to every annexation proposal. However, compliance with any policy not expressly required by state law is not mandatory, and failure to comply with any policy not expressly required by state law shall in no way affect or jeopardize an annexation petition that otherwise meets the standards established in the Utah Code.

- (a) As a city policy, the city will notify any affected entity:
- (i) When the parcel to be annexed to the city is located within an area indicated by an affected entity's policy declaration as an area of interest for future boundary expansion; or
 - (ii) When the parcel to be annexed is located within one-half mile of an affected entity's boundary in the same manner, this declaration identifies the city as a potential "affected entity" as other taxing entities receive proposals.
- (b) The city's policy is to consider annexation only in those areas where the city has the potential to provide urban service (either directly or through inter-local cooperative agreement). These areas may include locations served or to be served by city utilities, electrical service, police, and fire protection facilities, etc.
- (c) The city herein declares its interest in those areas identified in this Policy Declaration and other areas lying within one-half mile of the city's boundary. Any urban development proposed within this specified area is subject to review and approval of the city as provided in Section 102--418, U.C.A., 1953, as amended,
- (d) Due to the extraterritorial powers granted as part of the Utah Boundary Commission Act, the city may exercise its initiative to prepare and adopt a General Plan for future development in those extraterritorial areas of interest for future annexation, as indicated in this Policy Declaration. This General Plan will define proposed land uses, nature, and density of development desired by the city in each particular area. Once adopted, any proposed development in an area to be annexed must conform to the General Plan, notwithstanding said Plan may be amended from time to time as deemed necessary and appropriate,
- (e) It is the policy of the city to require development in annexed areas to comply with all city standards and regulatory laws. Proposed actions to be taken to overcome deficiencies should be identified and costs estimated.
- (f) To avoid creation of islands and peninsulas, unincorporated territory and publicly-owned land such as roadways, schools, parks or recreational land, may be annexed as part of other logical annexations.
- (g) In order to facilitate orderly growth and development in the city, the Planning Commission may review a proposed annexation and make recommendations to the City Council concerning the parcel to be annexed, the effect on city development, and the recommended zoning district designation for the proposed annexed area. Review by the Planning Commission is not a requirement for annexation, and approval from the Planning Commission is not necessary for annexation.
- (h) The City Council shall designate the zoning for the territory being annexed in the ordinance annexing the territory. The zoning designations must be consistent with the General Plan and the uses of the area adjacent to the territory, as well as the existing uses of the territory. The City Council shall not be bound by the zoning designations for the territory prior to annexation. Nothing in this section shall be construed as allowing

the City Council to change zoning designations in areas that are already within the municipal boundaries, without following the procedures for zoning amendments found in Development Code.

(i) Landowners petitioning for annexation must file an application and follow the procedures for annexation required by State law and the procedures specified by the city.

(j) The city may require an annexation fee reasonable to the cost incurred as part of the annexation process.

(k) Before adopting the policy declaration, the City Council shall hold a public hearing thereon. At least 30 days prior to any hearing, notice of the time and place of such hearing and the location where the draft policy declaration is available for review shall be published in a newspaper of general circulation in the area proposed for expansion, except that when there are 25 or fewer residents or property owners within the affected territory, mailed notice may be given to each affected resident or owner. In addition, at least 20 days prior to the hearing, mailed notice and a full copy of the draft policy declaration shall be given to the governing body of each affected entity and to the local boundary commission.

(l) From time to time, the city may amend this Master Annexation Policy Declaration. This policy declaration, including maps, may be amended by the City Council after at least 20 days' notice and public hearing. Annexation Policy Declarations for individual annexations may be considered amendments to this Master Annexation Policy Declaration and likewise require adequate notice and public hearing as herein specified.

THE CHARACTER OF THE COMMUNITY.

The areas anticipated for future annexation contain a wide variety of land uses. There is much agricultural land, as well as some residentially-developed property. The city was incorporated in 1912 and has entertained several proposals for annexation since that time. Interest in annexation has been shown by many surrounding property owners. This policy declaration will help to define those areas which the city will consider in a favorable manner.

THE NEED FOR MUNICIPAL SERVICES IN DEVELOPING UNINCORPORATED AREAS.

The city realizes that municipal services to developed areas which may be annexed should, to the greatest extent possible, be provided by the city. It may, however, take some time to negotiate service agreements in developed areas. Certain utilities and areas of the city are currently served in this manner.

For developing unincorporated areas to be annexed to the city, general government services and public safety service will be provided by the city as the area is annexed and developed. Where feasible and in the public interest to the citizens of the city, public utility services will be provided through the appropriate utility companies or improvement districts.

Subsequent policy declarations on individual parcels will address provision of utility service to that particular area. Determination of how utility service will be provided to developing areas proposed for annexation will be developed following discussion with the Public Works Department and other appropriate utility officials or entities.

FINANCING AND TIME FRAME FOR THE EXTENSION OF MUNICIPAL SERVICES.

Those areas identified in this Master Policy Declaration as being favorable for annexation are located near to the city. A basic network of collector roads presently exists in many of these areas and the city can readily extend such services as street maintenance and general government services. Unless otherwise specified, city services will begin in newly-annexed areas immediately following the effective date of annexation.

Services for newly-annexed Areas will be provided for out of the General Fund. However, it is the city's policy that all new development in areas requiring service bear the burden of providing necessary facilities. If and when the property sought to be annexed is developed, the developer will have to construct and install appropriate municipal service facilities such as streets, curb, gutter, sidewalk, water and sewer lines.

If services in an annexed area are substandard, then the financing of improvements to bring the area up to city standards may be necessary through such means as a special improvement district. The city may decline to annex areas that contain significant substandard improvements. The Site Annexation Policy Declaration, submitted with individual annexations, will identify a schedule for necessary improvements to the area.

THE ESTIMATE OF TAX CONSEQUENCES.

The estimate of tax consequences to residents in both new and old territory of the municipality resulting from the proposed future annexations cannot be accurately assessed at this time. As each annexation proposal occurs, the required annexation policy declaration will contain an estimate of the tax consequences of that annexation.

AFFECTED ENTITIES.

The following is a list of potentially affected entities to which copies of this Master Annexation Policy Declaration will be supplied. In addition, as annexation proposals occur, the entities affected by the proposed annexation will be notified.

Summit County Council

South Summit School District

South Summit Fire District

Questar Gas

Rocky Mountain Power

All West Communications

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