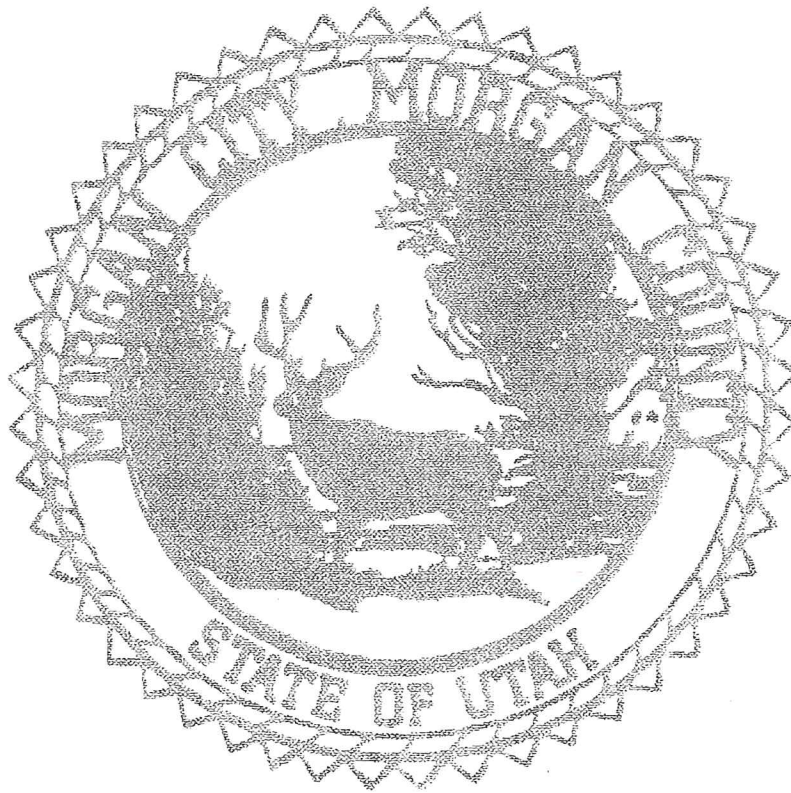


MORGAN CITY GENERAL PLAN



October 12, 1999

MORGAN CITY GENERAL PLAN

Adotped 10-12-99

INTRODUCTION

Definition and Purpose

The terms "master plan," "comprehensive plan" and "general plan" are often used synonymously to describe a planning document with accompanying maps which identifies the goals a community wishes to accomplish and the direction to be taken towards accomplishing those goals. The term "general plan" has become more accepted in newer enabling legislation in other states as well as Utah (1991), as it denotes the consideration of such items as economic and social concerns of the community. The term "master plan" has been generally applied to plans for private developments and the term "comprehensive plan" is popular in other parts of this nation and is sometimes applied to more specific community or neighborhood plans.

The Morgan City General Plan has been created and compiled to act as a guide to the physical development of the City. Through sound implementation of the various policies of the General Plan in the decision-making process, the goals and objectives of the various elements can be achieved. The Plan is reflective of the community's values and should serve as a fundamental resource and guide to the Planning Commission and City Council in decisions relating to the physical development of the City. The General Plan should act as an important resource for zoning, capital improvement planning, and revising city ordinances.

Plan Preparation and Process

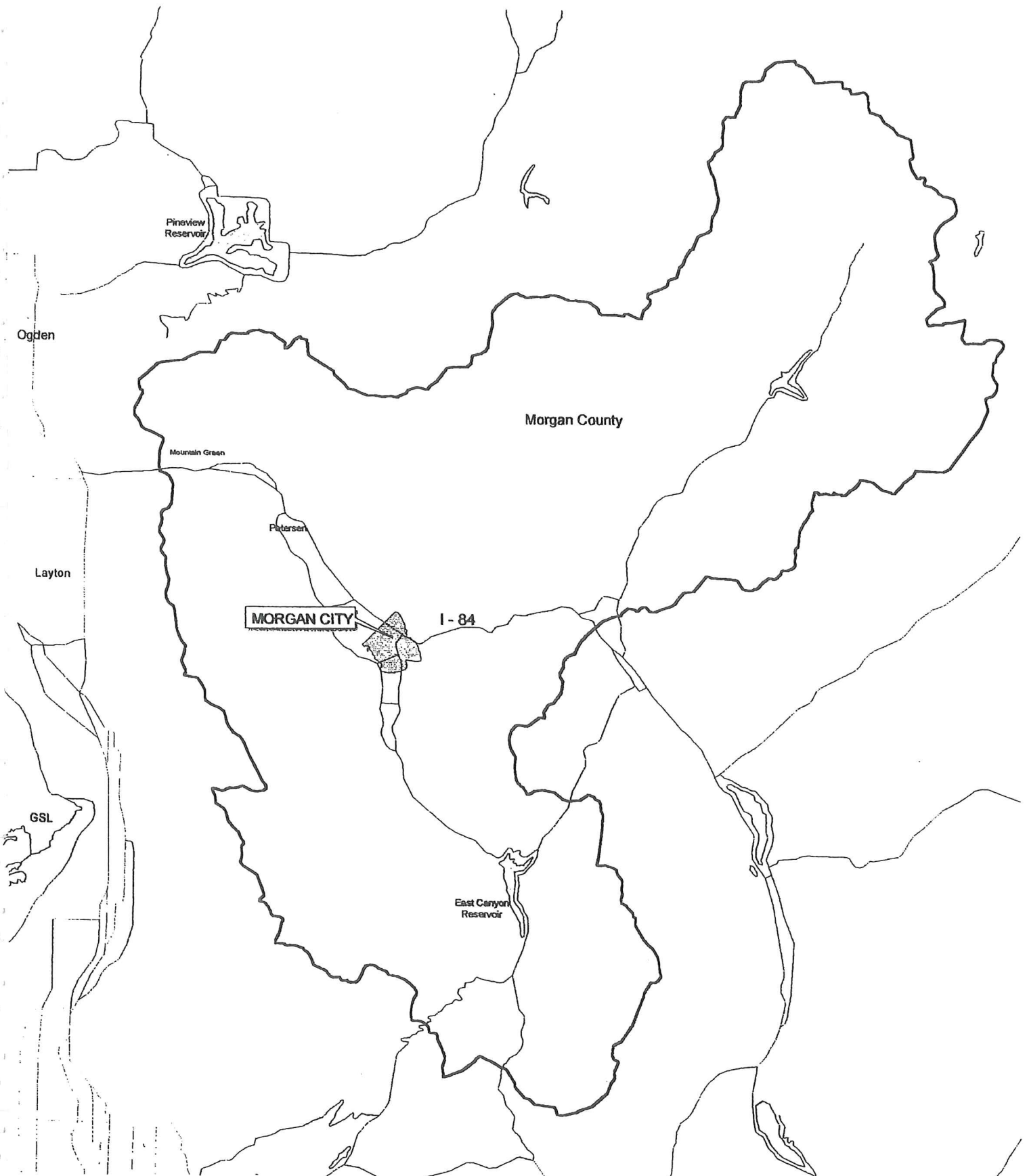
Morgan City adopted its first Master Plan in 1967. The Plan had not been updated since its adoption. The City Council and other City officials felt that it was necessary to update the Plan and make it more reflective of the current values, desires and expectations of today's community.

A very important part of the plan development process is the involvement of the citizens of the community. This is particularly important for the development of goals and policies. Citizen committees were established specifically to provide input to the process from the viewpoint of the average resident of the community.

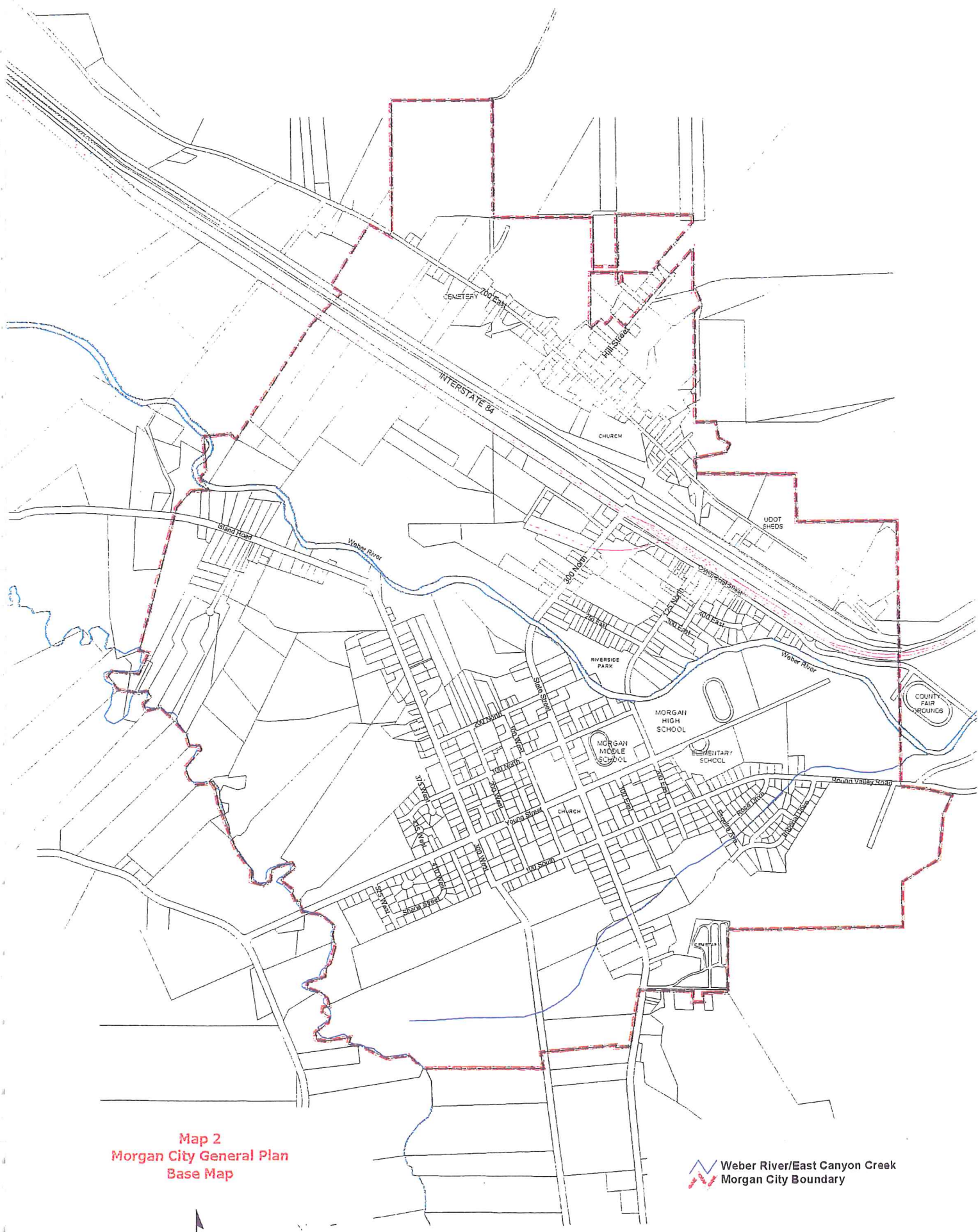
Data gathering, research, and analysis were completed with the aid of State, County, and Morgan City to help in defining the nature of the community. Windshield and walking surveys were conducted and natural and man-made physical characteristics were identified and mapped.

Work meetings with the Planning Commission were held to review and comment on planning issues in the areas of land use, agriculture, schools, parks and recreation, public facilities, and transportation. Subsequently, public hearings were held before the Planning Commission and City Council to offer the general public an opportunity to learn about the issues and recommendations of the Plan and to provide comments.

MORGAN CITY LOCATION



Morgan City is located in the south-central section of Morgan County and is bisected by the Weber River and Interstate 84. The study area is approximately 1,900 acres or 3 square miles.



Map 2
Morgan City General Plan
Base Map

 Weber River/East Canyon Creek
Morgan City Boundary

Implementation

The General Plan is intended for use by property owners, citizens, developers, business, government agencies, and Morgan City officials and staff. The General Plan goals and policies and land use plan map should be implemented in the following ways.

Revision and Amendment of City Ordinances. Morgan City zoning and development ordinances should be revised and/or amended to reflect the intent of the General Plan. Other City ordinances and plans should be revised or amended based on the General Plan goals and policies.

Annexation and rezoning. All requests for rezoning or annexation should be considered in light of land use recommendations and the goals and policies presented in the General Plan.

Capital Improvements. Capital improvements planning and development should be closely tied to General Plan goals and policies. Construction of utilities, infrastructure, public buildings and facilities, parks, and roads should follow the guidelines of the General Plan.

Amendment

Because the General Plan is to be used to guide development according to the desires and needs of the community, the viability of the plan rests in its adaptability to changing conditions. The process by which the General Plan text and land use map may be amended will help to ensure that the zoning decisions and plan recommendations and policies are based on adequate research and input rather than on special interest or expediency.

HISTORY OF MORGAN CITY

Morgan City is located within the boundaries of Morgan County. Morgan County is the third smallest county in land area, but has the largest percentage of privately owned land of all the counties in Utah. Much of it is used for livestock and crops.

Located at the mouth of upper Weber Canyon, Morgan City was incorporated in 1868, it is currently the only incorporated city within Morgan County. Morgan City is located on both sides of the Weber River, and is also located near the center of Morgan County. The elevation is 5,080 feet, which provides a short growing season and cool nights in the summer.



In 1869 when the transcontinental railroad was being constructed, Morgan City was credited with being the only incorporated city on the railroad line between Omaha and Ogden. The railroad not only provided jobs to the area but also changed the entire economic history of the area. Residents were able to obtain more of the necessities and comforts of life, while the railroad also opened up markets for the goods produced by the residents.

With the coming of the railroad businesses began to move closer to the railroad freight and passenger stations. All of the businesses were located on the same side of the street. The area remained the main business district for both the County and the City for many years.

BACKGROUND INFORMATION

Morgan City's previous "Master Plan" was adopted in 1967. This report, including the maps, charts and tables, establishes goal and policy objectives, which the community will strive to achieve.

The Morgan City General Plan is based on the population, economic and land needs indicated by the data presented in the background information of this document. As noted in the 1967 Master Plan, it is recommended that development be accomplished by stages, from the inside of the City outward, to allow for economy of utility and service expansion and to preserve existing agricultural land in agricultural use as long as is practical.

Population/Demographics

The approximately 2,478 residents of Morgan City in 1998 used 470 acres of residential land, 55 acres of commercial and industrial land, and used 104 acres for public and semi-public uses. Thus a total of 640 acres of land was devoted to urban uses, excluding streets and railroads. The City is expected to reach a population of approximately 3,533 by 2010 and approximately 4,748 sometime before the year 2020, a projected average annual growth rate of approximately 3.0%.

Population of the Morgan City in 1998 is estimated at 2,478 persons. The 1990 Census population for Morgan City was 2,023. Children 18 & under along with those between 25 to 44 dominate the population composition in the area with 40.8 percent under eighteen years of age.

The evident ramifications of population projections in Morgan City are important when considering the unique rural character desired by residents and the recent amount of interest in residential development. Uncontrolled population growth and housing development is a major concern to the city residents. The population projections relate to the potential build out of the community, how quickly the development will take place and overall density of development allowed.

It is anticipated that Morgan City will continue to grow. Projections are difficult to determine at this time and will depend on future developments accessibility to culinary water, sanitation services, access, and conformance to all zoning and site regulations. The ability of Morgan City to provide the many public facilities, roads and other improvements will also affect the growth rate. The city population may reach 2,800 persons by the year 2000, and possibly 4,800 by the year 2020. The population projections are considered low to moderate and may be much higher if construction proceeds at a fast rate. However, the community is limited in its development capacity by the policies and recommendations of this plan and the identified constraints to development within the area.

Table 1

HISTORICAL POPULATION of MORGAN CITY

YEAR	City	County	% of County	% of change	
1940	1,078	2,611	41.3		
1950	1,064	2,519	42.2	1940-1950	-9.0
1960	1,299	2,837	45.8	1950-1960	22.0
1970	1,586	3,983	39.8	1960-1970	40.4
1980	1,896	4,917	38.6	1970-1980	23.4
1990	2,023	5,528	36.6	1980-1990	6.6

Source: 1990 General Census

Table 2

**POPULATION CHANGE
1990 – 1998**

	1990	1991	1992	1993	1994	1995	1996	1997	1998	97-98	90-98
Morgan County	5,528	5,635	5,802	6,075	6,337	6,597	6,798	6,909	7,022	1.6%	3.0%
Morgan City	2,023	2,049	2,106	2,205	2,280	2,360	2,420	2,452	2,478	1.1%	2.6%
Balance of County	3,505	3,586	3,696	3,870	4,057	4,237	4,378	4,457	4,544	2.0%	3.3%

Table 3

**POPULATION PROJECTIONS
1998 – 2020**

	1998	1999	2000	2001	2002	2010	2020	AARC
Morgan County	7,269	7,454	7,657	7,867	8,090	9,664	12,387	2.8%
Morgan City	2,478	2,552	2,629	2,708	2,789	3,533	4,748	3.0%
Balance of County	4,791	4,902	5,028	5,159	5,301	6,131	7,639	2.2%

AARC = Average Annual Rate of Changes 1998-2020

Source: Governor's Office of Planning and Budget and Consultant

INCOME

Table 4

INCOME IN 1989

Households	604
Less than \$ 5,000	26
\$ 5,000 to \$ 9,999	44
\$ 10,000 to \$ 14,999	52
\$ 15,000 to \$ 24,999	116
\$ 25,000 to \$ 34,999	140
\$ 35,000 to \$ 49,999	130
\$ 50,000 to \$ 74,999	72
\$ 75,000 to \$ 99,999	18
\$ 100,000 to \$ 149,999	6
\$ 150,000 or more	0
Median household income (dollars)	29,259
Families	500
Less than \$ 5,000	13
\$ 5,000 to \$ 9,999	15
\$ 10,000 to \$ 14,999	26
\$ 15,000 to \$ 24,999	99
\$ 25,000 to \$ 34,999	132
\$ 35,000 to \$ 49,999	121
\$ 50,000 to \$ 74,999	70
\$ 75,000 to \$ 99,999	18
\$ 100,000 to \$ 149,999	6
\$ 150,000 or more	0
Median household income (dollars)	31,757

Source: 1990 General Census

HOUSING

The State of Utah estimated that Morgan City had a total of 696 housing units in 1996. State population projections indicate that the City's population would remain stable and therefore no additional affordable housing units would be needed to meet the State requirements. Updated population projections completed by Morgan City estimate an average annual growth rate (AAGR) of approximately 3% over the next several years. This type of growth will necessitate additional affordable housing units. The General Plan calls for approximately 55 additional acreage of medium-high density residential development within the City. This acreage will provide opportunities for additional affordable housing units of many different types and prices. This provision will provide for the affordable housing needs of Morgan City for the years to come.

Table 5

TOTAL HOUSING UNITS YEAR STRUCTURES BUILT

1985 to March 1990	29
1980 to 1984	55
1970 to 1979	135
1960 to 1969	116
1950 to 1959	54
1940 to 1949	48
1939 or earlier	188

Table 6

GROSS RENT

Specified Renter-Occupied Housing Units	142
Less than \$ 200	8
\$ 200 to \$ 299	43
\$ 300 to \$ 499	61
\$ 500 to \$ 749	50
\$ 750 to \$ 999	0
\$ 1,000 or more	0
No Cash rent	10
Median (dollars)	326

The Schools and Growth Committee recognizes that affordable housing is an issue in terms of attracting new teachers to the area schools. The ability to attract new teachers for the county schools is directly related to the inability to provide housing for entry level teachers. It is estimated by the Schools and Growth Committee estimates that approximately 33 percent of elementary school and approximately 27 percent of high school teachers are unable to find housing in Morgan County and they end up having to live outside of the school district boundaries.

Table 7

MORTGAGE STATUS & SELECTED MONTHLY OWNER COSTS

Specified Owner-Occupied Housing Units	413
With a mortgage	231
Less than \$ 300	19
\$ 300 to \$ 499	66
\$ 500 to \$ 699	80
\$ 700 to \$ 999	53
\$ 1,000 to \$ 1,499	13
\$ 1,500 to \$ 1,999	0
\$ 2,000 or more	0
Median (dollars)	592
Not Mortgaged	182
Less than \$ 100	9
\$ 100 to \$ 199	127
\$ 200 to \$ 299	40
\$ 300 to \$ 399	6
\$ 400 to more	0
Median (dollars)	169

ECONOMIC AND LABOR SUMMARY

Since settlement times, Morgan County has relied on agriculture as the backbone of its economy. Much of the land is used for livestock ranching and crop production. Morgan is also a leading producer of mink pelts. In recent years, specialized manufacturing has begun the vital process of economic diversification. Trade, government services, and construction also add to economic growth and vitality. New road construction has made Morgan County a gateway to several recreational areas, which will help stimulate economic growth in the area as well. Morgan County's natural beauty, its open spaces, and its excellent freeway and rail access to the Wasatch Front and national markets are assets that will not be ignored as northern Utah continues to develop.

Nonagricultural employment in Morgan County rose 2.9 percent to 1,571 during the second quarter of 1998. This represents an increase of 45 positions over the 1997 data. Morgan County's unemployment rate for the second quarter of 1998 was 3.4 percent, slightly higher than the state average of 3.2 percent.

The industry that reported the most growth during the second quarter of 1998 was construction. An additional 43 positions were added in construction with most in electrical trades, excavation work and heavy construction activity. Trade employment expanded by 28 jobs, and increase of 6.2 percent over 1997 data. Grocery stores and eating places accounted for most of the growth, while losses were reported in bakeries. Employment in services jumped 28.8 percent, which represents an increase of 21 positions. Building maintenance services, amusement and recreation, and golf related businesses reported increased jobs. Finance, insurance and real estate and transportation, communications and public utilities each reported slight growth while no employment was reported in mining.

Employment declined in two industries: government lost 26 positions and manufacturing showed 24 fewer jobs. Government declines were all in local government police departments, while manufacturing jobs dropped in sheet metal, fabricated metals and newspaper publishing.

Total construction values rose 32.2 percent to \$608,900 during the second quarter of 1998. While the total value of construction rose, the value of residential construction fell 9.3 percent as fewer homes were built. Nonresidential valuations rose 15.4 percent, but the category accounts for a small portion of total construction activity. The major increase in building activity occurred in additions, alterations and repairs to residential and nonresidential buildings.

Table 8

NON-AGRICULTURAL EMPLOYMENT for MORGAN CITY 1994-1997

1994	1995	1996	1997
840	891	980	1,124

Source: Utah Department of Workforce Services, Workforce Information.

Table 9
NON-AGRICULTURAL EMPLOYMENT AND WAGES for MORGAN CITY
1997

	Avg. No. of Firms	Avg. Employment	Total Wages (\$)	Avg. Monthly Wage (\$)
Total Non-Agricultural	114	1,124	22,900,549	1,698
Mining	0	0	0	0
Construction	31	180	4,815,368	2,229
Manufacturing	8	97	1,775,362	1,525
Transportation, Communication, & Public Utilities	D	D	D	D
Trade	25	399	7,363,472	1,538
Finance, Insurance & Real Estate	D	D	D	D
Services	14	45	804,408	1,490
Government	28	372	7,456,934	1,670

D = Not shown to avoid disclosure of individual firm data.

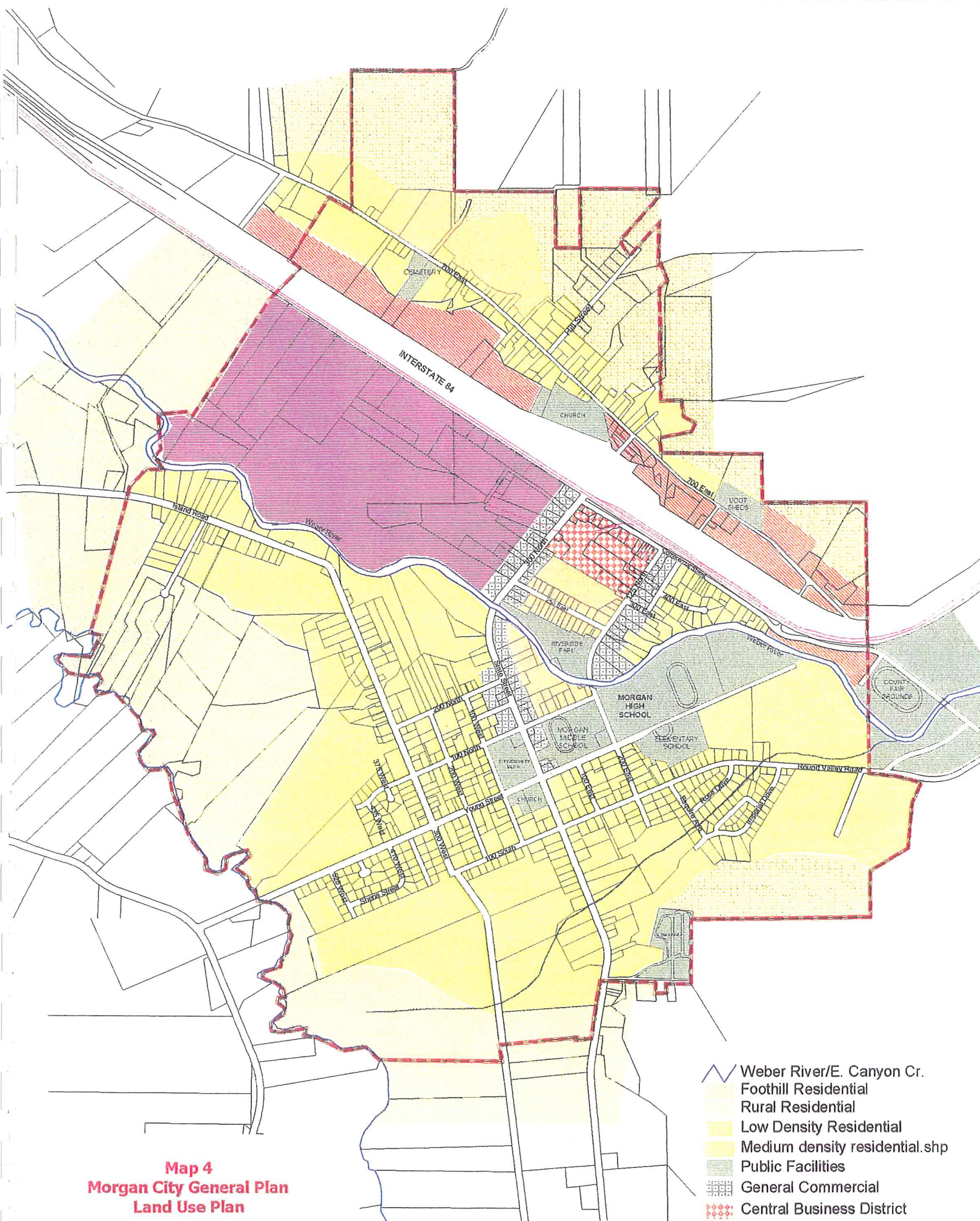
Source: Utah Department of Workforce Services, Workforce Information.

LAND USE PLAN DESCRIPTIONS AND RECOMMENDATIONS

The Land Use Plan Map (See Map 4) provides the recommendations for the distribution of land uses in Morgan City for the future. The map is not to be construed to be a zoning map. The map is intended to suggest a logical location for general categories of land uses within the present city limits and in projected growth areas. This map will be a guide for possible modifications of the zoning ordinance and for the review annexation proposals. There will ultimately be several different zoning districts in some of these land use categories.

The graphic depiction of desired future land use for Morgan City has evolved from several sources of input. In some cases, the map reflects different densities and uses than current zoning permits, based on compatibility with general goals and objectives of the plan. In general, the Land Use Plan Map seeks to provide the ultimate land use vision for the City and general guidance for future development and potential zone change requests without necessitating a complex process. However, because conditions can and do change additional locations for certain uses may be justified over time.

Where existing zoning and land use approvals have been granted that are inconsistent with plan map recommendations, every effort should be made to mitigate incompatibilities between adjacent uses.



Map 4
Morgan City General Plan
Land Use Plan



- Weber River/E. Canyon Cr.
- Foothill Residential
- Rural Residential
- Low Density Residential
- Medium density residential.shp
- Public Facilities
- General Commercial
- Central Business District
- Highway Commercial
- Heavy-Light Industrial-Commercial

Adopted 10-12-99
 Amended 02-01-00

Residential

Residential land uses proposed include a rural residential use (0-2 dwelling units per acre), low density residential use (0-5 dwelling units per acre) and a multiple family residential use (6-15 dwelling units per acre).

The total area provided for the residential land use classifications on the land use plan map is approximately 590 acres.

Changes should be made in zoning ordinances to provide greater delineation between commercially zoned areas and residential areas. Residential land uses should be regulated in separate zones and not allowed in the "CD" and "MD" zones.

The varying density recommendations for residential development are a synthesis of all the issues contained in the Plan. These recommendations are based on and reflect a desire to maintain a rural character while allowing new development to occur, and to preserve and enhance the quality of life for the entire city.

The city should provide for diverse and varying single family lot sizes and housing styles in appropriate locations, i.e., open space subdivision design, larger homes, smaller homes, and ranchettes, consistent with the unique resources and constraints within the City.

The City should keep the amount and location of future residential development in balance with the provision of appropriate and timely public services and necessary infrastructure.

Open Space Subdivision Development

By preserving a percentage of open space in each development while maintaining relatively low densities, open space subdivision design is one option for preserving many of the elements described as "rural". However, it is important that open space in a cluster subdivision development be preserved for a specific purpose, and not a static vacant lot. By separating lot size from density (i.e., by placing homes on smaller lots that provided for by the allowed density of the zone). Open space development can preserve a certain percentage of a property as open space or farmland, create a recreation amenity, or protect a hazardous or sensitive area.

There are number of different open space techniques, some offering incentives that have been successfully utilized in subdivision design throughout the country. Recommendations of this plan encourage open space subdivision design as a basic requirement for increased density to be achieved. Morgan City, in association with this plan, must also create the regulatory mechanisms and development standards to implement the planning policies, giving options (other than traditional "cookie-cutter" development) to developers.

One highly effective and simple exercise is to have a developer prepare an inexpensive sketch plan showing how their proposed subdivision could be laid out following the open space standards. Participating in such an exercise may help open minds to some new possibilities for more sensitive residential design.

Some advantages of open space subdivision design include the following:

- Preserves activities characteristic of the rural landscape while allowing for limited housing development.
- Contributes to the preservation of rural resources by clustering homes away from floodplains, wetlands, geologic hazards, wildlife habitats, and farmland.
- Benefits developers by reducing costs for infrastructure and services over conventional development.
- Benefit to developers because they are more likely to be able to build all their allowed units. Many times conventional residential subdivisions contain acreage that is determined unbuildable.
- Reduces the city and state responsibility for providing facilities, services and capital improvements, such as new road construction and maintenance.

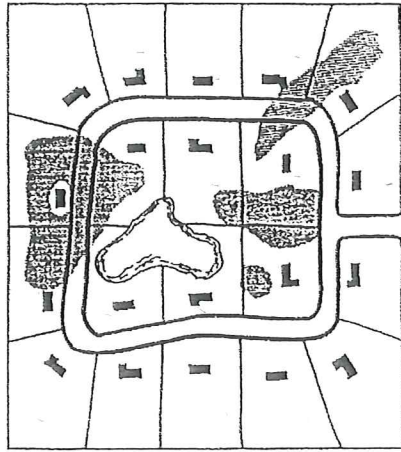
Open Space Incentives

Density increase is another type of incentive to offer developers if they utilize open space development design. However, unless the financial incentive is substantial, most developers will not be willing to change from their conventional approach. And when the incentives are too generous, the preservation of open space is lessened and difficult to achieve.

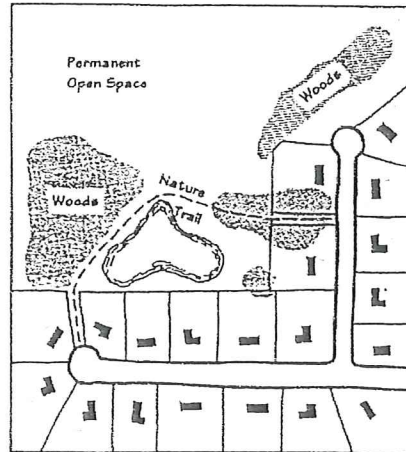
Developers, government officials and the public must realize that the provision of open space is more important to the community in the long run than a marginal increase in the number of residents living in the new subdivisions. Once the land is developed, it is nearly impossible to regain lost productive farmlands, plan for or provide for open space, greenways, trails, and parks into the established development pattern.

There are many reasons why cluster housing is a desirable alternative in Morgan City and surrounding areas. Society has discovered the need to understand what scales and densities of housing will enhance individual privacy and safety while providing a sense of community.

By its very nature, cluster housing suggests a greater sense of neighborhood than a typical single family suburb, demonstrated when the two are contrasted: cluster versus linear, compact versus sprawl, public versus private, pedestrian versus auto, and community versus individual.



Conventional Subdivision Design



Open Space Subdivision Design

Implementation Recommendations

Morgan City should develop and implement a land development ordinance for cluster residential. Cluster provisions should be implemented following the adoption of this plan, and the contents and requirements of the ordinance can be further reviewed and refined.

Rural Residential

One of Morgan City's most desirable and relished features is its rural lifestyle. Open fields and animal agriculture are integrated into the city, which gives Morgan its unusual and unique atmosphere. Its residents cherish this unique lifestyle.

Prime agriculture lands exist within the boundaries of the city. These are some of the most productive in the state of Utah. Identifying and possibly preserving these areas is essential in maintaining the rural character of Morgan City. Morgan City, with the help of government and private individuals, should work together to identify and preserve prime agricultural lands.

The City should help coordinate the establishment of land trusts to protect prime agriculture lands. The City should work with developers to create higher density housing with farmable parcels that surround developments. Land of low agricultural value should be identified and development should be allowed in these areas. The City should include agriculture and agri-business in the economic development agenda and recognize agriculture is a positive tax generator – crops and animals need very few public services.

Approximately 585 acres within the City are now in agricultural use. Expansion of residential and other urban construction should be prevented from leap-frogging into agricultural land in order that agriculture be preserved as long as possible.

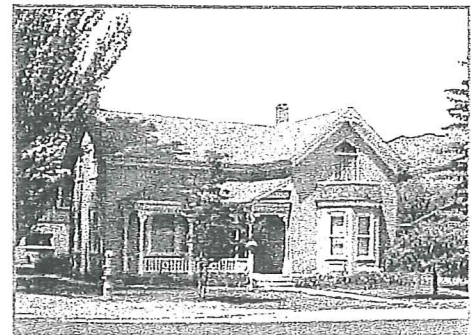
Much of the land in this category is currently used as agricultural and farms with a variety of crops and animals. It is hoped that in the future a significant amount of agricultural areas remain. However, when residential developments are proposed the policies of this section and other sections of the General Plan must be considered. Residential neighborhoods and productive agricultural areas can exist together and insure compatibility with proper planning and appropriate densities.

This designation and ultimate development pattern produced will provide and help maintain the desired rural qualities in the community by creating low density residential clusters and open space areas between developments.

Residential densities should be increased when creative open space subdivision design is used. A density bonus should be possible when a portion of the subdivision is preserved in open space, depending on the platting of lots, compatibility with adjacent development, adequate access, environmental conditions and quality site design. These recommendations are based on and reflect a desire to maintain a rural character while allowing new development to occur, and to preserve and enhance the quality of life for the community.

Low Density Residential

In this area, there could be various types of low density residential development. These areas are characterized by single family detached residential development (0-5 units per acre). This category also denotes areas where urban services are more readily available or will be provided in the near future. Cluster housing and open space subdivision design is encouraged in these areas to help maintain the open atmosphere of the community and still allow for affordable housing.



Foothill Residential

The intent of this land use designation is to create a transition area between the more level areas of the community and the low and medium density residential areas located in the foothill areas. Foothill development regulations should be developed in the zoning ordinance to address such elements as views, ridgelines, natural site features and natural vegetation. Site development in the foothill areas should incorporate improvements such as buffering, transition areas, landscaping, and grading and erosion control.

The Foothill Residential designation is not intended to specifically identify areas for foothill review. Rather, the designation is intended to identify general areas where slope and other foothill related concerns may exist. The detailed requirements of zoning and subdivision review will be outlined and guided by the regulations in the zoning and subdivision ordinance.

Medium Density Residential

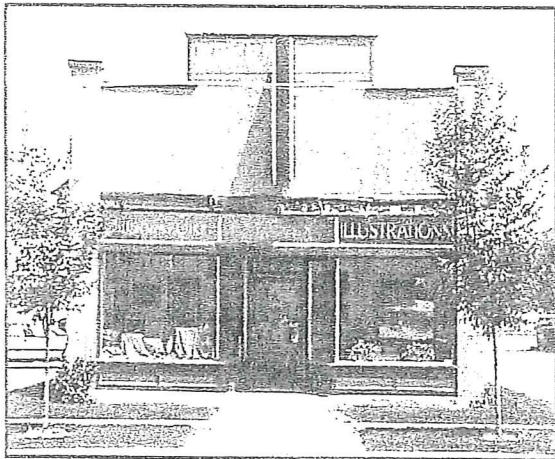
Medium Density Residential areas accommodate a density range of 6-15 units per acre. Medium density residential areas should be allowed to develop along high traffic arterial streets. This use is best located on the periphery of single family neighborhoods and not allowed to encroach into existing single family residential neighborhoods. Multiple family residential provides needed moderate-income housing for the residents of the City. Mobile home parks are considered multiple family residential.

COMMERCIAL

Residential development should not be allowed to continue in the designated commercial and industrial areas. The exception might be for accessory residential uses on the upper floors of commercial buildings in the central business district.

Site development standards and subdivision review and requirements need to be clear and concise and enforced. Commercial site development standards should include economic and environmental impact analysis to consider taxes generated versus services required and the provision of open spaces.

It is the responsibility of those who build and develop to show their building plans provide an economic positive cash flow to the city and lifestyles to the citizens. Community facilities are described or shown for expansion and the proposed changes in the street pattern are indicated on the City General Plan Map at the end of this section.



The amount and location of retail commercial and commercial services help determine the character of a community. The policies and recommendations of this plan specify the amount and location of commercial developments needed to support the population and economy. The intent is to maintain an appropriate balance as the community grows.

The General Plan accommodates the potential for commercial growth. Allowing a reasonable amount of commercial growth will assure convenience for the residents of the city. However, Morgan City should not be expected to provide or allow the full range of commercial uses typically found in urban areas.

Morgan City should:

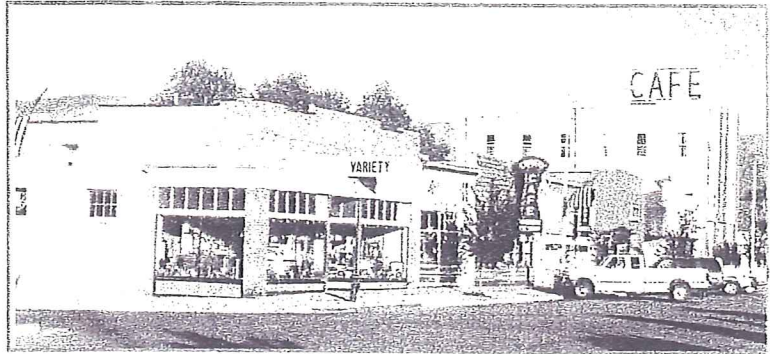
- Accommodate the demand for commercial while maintaining a balance of population with retail development. Encourage development appropriately scaled and compatible with the community.
- Provide commercial activities that are needed for the convenience of local residents and employment opportunities.
- Ensure commercial development is compatible with surrounding residential land uses.

Where new commercial and industrial uses are proposed, the following criteria should be applied:

- New commercial and industrial development should demonstrate that an unmet need exists for the proposed use at that specific location.
- All impacts on surrounding areas should be mitigated.
- Traffic access points will be safe and will not result in a proliferation of driveways.
- Internal traffic patterns should be integrated with existing traffic movements.
- Additional traffic will not adversely effect road network capacity.

Central Business District

Since the early days of Morgan City, the central business district has faced Commercial Street (500 East Street) and the railroad tracks. This has permitted all of the shopping to be done on one side of the street and resulted in a compact, continuous row of retail and service outlets.



The land use plan map shows a proposed configuration for this proposal, with about 26 acres devoted to the district, including the possibility of a large, central parking area in the rear to serve this commercial area. New street connections should be incorporated into this design to allow access between State Street and 125 North for parking and better access to businesses.

Improvements in the Central Business District can be accomplished only by cooperation among property owners and strong leadership exerted by those who own large, controlling properties. The City must be prepared to participate in some degree in coordination of resources and possibly even some incentive programs.

The rear of the historic buildings can be incorporated into a downtown design scheme through the development and maintenance of secondary public access while preserving the historic integrity. Businesses can benefit through increased traffic from both entrances. A cohesive design of the rear elevation of the buildings will allow customers to recognize the secondary access points for each business. Parking and greenspaces can also be designed on the interior of the block.

General Commercial

The existing neighborhood services south of the Central Business District, along the frontage of State Street and 125 East serve the convenience needs of surrounding residents, and provides good access and parking for the various shops and services. Its expansion should be limited in order to minimize traffic and circulation conflicts.

Development in these areas should allow for light retail, service commercial, professional office, or a combination of these uses. It is intended to ensure, as well as encourage, a unified plan with a coordinated and harmonious development, which will promote outstanding design without unsightly and unsafe strip commercial development. Requirements to mitigate negative impacts should include standards for perimeter walls, landscaping, vehicular access, lighting, signage and noise controls for all development. Additional single family residential should not be allowed in these areas. However, special consideration should be given to the protection of existing single family residential uses in these areas.

Freeway Commercial

The land between the freeway and 700 East has been proposed for freeway-oriented commercial uses. Development of the area should be carefully correlated with traffic movement requirements from the freeway interchange in order to prevent conflicts.

Because this location constitutes the principal approach and access to the City, uses established should be of major size and high quality. Uses in this area should focus on those that will benefit from direct freeway exposure. Uses in this area should be "destination" in nature in order to control the overall daily traffic in and around the area. General and service type commercial uses should be in designated areas outside of this freeway commercial area. Special consideration should be given to the protection of existing single family residential uses along both sides of 700 East.

Light Industrial/Heavy Commercial

Adequate area for expansion of light industrial and heavy commercial uses is provided for west of State Street between the freeway and Weber River. Substantial distance between industries and the river should be maintained, however, unless the industry is one which would be aesthetically and functionally harmonious with the proposed future river recreational development.

This is much more land than will be needed to serve the community for the next 15 to 20 years of expected population. But a pattern of mixed commercial, business and residential already exists within the city to such an extent that it is felt that additional precautions are necessary to reverse the trend toward mixed commercialization.

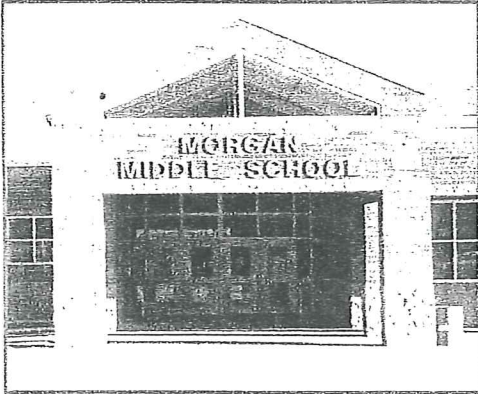
Traditionally, light industrial areas develop with uses such as contractor yards, warehousing, mini-storage and other similar uses. Light industrial uses should be limited to this area and additional areas for such uses should generally be discouraged.

The presently developing industrial area west of State Street is proposed to be continued and enlarged as needed. It should provide for railroad and industrial street access. Constructive regulations should be placed upon the new uses located in this area in order to establish an attractive, clean, and spacious industrial/commercial-park complex and to insure harmony of the district with the other uses of the community. A space of approximately 200 acres is shown on the land use plan map for industrial between the freeway and Weber River.

PUBLIC FACILITIES/OPEN SPACE

Schools

At the present time, Morgan's school system which includes the High School, Middle School, and Elementary School is located in the City. All three schools have outgrown their existing buildings. The School does have additional property behind the High School, which could be used for expansion. The school also has property in the Peterson/Mt. Green area. Sufficient property for school expansion exists in and around existing facilities. The Schools and Growth Committee estimates that elementary enrollments will increase 20 percent annually for next several years.



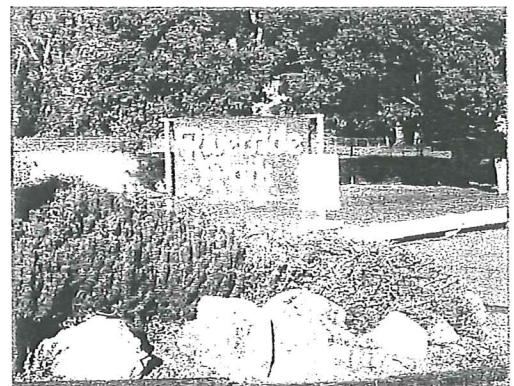
As far back as 1966, planners recognized that the requirements for accommodating growth in County schools would be a major concern of the citizenry. Morgan's proximity to the Wasatch Front, climate and scenic beauty attract new residents every year which continue to add to the challenges of providing adequate and quality school facilities. Educational facilities have been improved and expanded over the years to meet the current educational needs. The present concern, however, is planning for the future. Funding for future educational facilities is directly tied to the county's ability to expand the tax base to pay for the needed improvements.

Recommendations

- Funding for schools is reliant on the tax base and the commercial growth of the City and the County. New industry and businesses should be encouraged to locate in the area because such uses can provide the greatest funding source for area schools. Morgan City and Morgan County just commit to work together to enhance the future of education through an increased tax base.
- The school district should continue to monitor growth, the impacts of development proposals on school facilities, and seek alternatives to the overcrowding of schools.

Parks and Recreation Facilities

Currently the residents have available the central City Park, limited access to the grounds and facilities of the Morgan County School District and of Morgan County and City. The current Recreation Department is overseen and a joint venture of the city, county, and school district. This organization currently provides programs in basketball, soccer, baseball, volleyball, football, wrestling, golf, arts and crafts. Although the majority of programs are designed for youth there are some for adults and a limited number for senior citizens.



Also located behind the High School is ground that has been designated for a recreational complex. We see a great need for such a facility and encourage its development. Our recommendation would be to have a baseball/softball complex that includes a field for men's baseball, a field for little

league baseball, and two fields for softball. We would encourage the community to also develop at least two or three fields for soccer.

It is our hope that through proper long term planning and use of available resources that Morgan City can provide an active, enjoyable lifestyle for all ages and interests. We realize that all citizens need to accept responsibility for creating the kind of environment that we all would like to live in.

Public and private undeveloped land is essential to maintaining the rural community character. They are comprised of public lands in different ownership and control, as well as private lands. Most of the undeveloped land is privately owned and could be developed. The maintenance of the areas character depends on having key open spaces between developments.

Securing the land necessary to keep the "open feeling" characteristic of the community will require increased coordination among public agencies, property owners, and private citizens. Some of the benefits of parks, trails and open space include:

- keeping a significant amount of natural open space.
- protecting important wildlife habitats and movement corridors.
- providing and dispersing recreation opportunities throughout the city.
- connecting the proposed parks areas with linear pedestrian pathways and open space corridors.
- Maintaining the productive agricultural areas of the community, and
- reducing the threat of danger to life and property by avoiding development in natural hazard areas.

Trails

For the most part, a trail is a narrow corridor of open space designated for public access and use. An organized trail system is an asset that can contribute to the economic vitality of a community, provide resource protection, nature education, alternative transportation means, and close to home recreation.

The functionality of a regional trail system should focus on it being enjoyable to use, link communities, recreation areas and open spaces together, and provide a transportation route for pedestrians. It should create and serve as the "backbone" of a more complex system of local trails. The regional trails may be maintained by federal, state, county or local agencies, a local trail coalition or utility companies.

The realization of a local system of trails depends on land use decisions being made in this plan and every day. Local and regional trails must be viewed as part of our whole infrastructure and be included along highways, utility and sewer lines, and other public facilities as a necessary part of community life. Local trails should be considered along all water-base resources, connect people with community resources, and provide safe routes from home to commercial activity centers, schools, and recreation facilities (See Map 3).

Implementation Recommendations

- A trail network should be developed that provides trails for pedestrians, biking and equestrian use, and other non-motorized trail activities.
- Trail corridors should utilize floodplains, public rights of way, and parkland or open space.

- Trail corridors should be used to connect public and private open space parcels.
- Private development and the associated open spaces should link to the public trails system or provide public trails access through their property to link the overall system.
- State and federal grant monies should be pursued for trail corridor land acquisition.
- Private land trust purchases for land and easements should be encouraged as well as land donations.
- Require future development to provide private or public open space, or provide payment for open space in lieu of land, following the parks impact fee requirements.

Environmental Quality Agricultural Preservation and Open Space

Morgan City and the surrounding area are fortunate in that there is an abundance of wide-open spaces and undeveloped land present today. However, many other areas may be endangered by encroaching development, which threatens to lessen the sense of openness, replace the natural attributes with sprawl and forever alter the community's desirable characteristics.

One effective method of environmental protection and management is the designation and preservation of open space. The preservation of environmental/agricultural open space serves a number of important public objectives including resource protection, outdoor recreation and protection of public health, safety and welfare.

The provision of adequate open space and protection of sensitive lands is closely related to the perceived quality of life within the community. While residents may derive recreational opportunities and aesthetic benefits from open space in the form of natural areas, parks, trails, etc., many important environmental advantages are also related to this use of land. Open space designation is effective for the protection and management of critical environmental areas such as wetlands, floodplains, significant hillsides, etc.

COMMUNITY FACILITIES AND SERVICES

Morgan City should assure that adequate public services and utilities are provided to support the land use recommendation of this plan. No development approval should be granted unless the necessary public facilities have been determined to exist and are available or are to be available when the development occurs. Such determination should be made by the City Engineer, using accepted methods and measurements of the profession.

Electric Power

Many areas of the city, especially in north Morgan are near capacity in terms of electric power supply. The City is in the process of purchasing two new transformers to be located near the High School and the Rifle Range. The City has recently hired an electrical consultant to prepare a master plan for future electric power service and the impact fee ordinance for power is near completion.

Recommendations

- The City should complete an electric power master plan and implement an impact fee to aid in providing increased capacity for services.

General Utilities

- The City should manage and ensure that the provision of public services and utilities is consistent, reliable and adequate for the development it serves.
- The City should construct the needed community / service facilities appropriate in scale and design.
- A community survey should be conducted to identify the services and facilities most needed and desired.

Water

- Continuous and expanded coordination should occur between the City, the county, each of the public and private water systems to share and discuss information and policy positions.
- The City should investigate the possibility of the development of a city-wide secondary water system to help offset the demand for culinary water resources. Negotiations with the various water companies should be explored to take advantage of the resources presently available.

Fire Protection

Morgan County and Morgan City jointly operate a fire protection program. Manpower is currently supplied by volunteer firemen. The Morgan County Fire District of the State Forest Fire Control Board supplies added protection within the mountain and forest areas of the County. The present Fire Underwriters' rating for properties in Morgan City is Class 7.

Improvement of the fire protection program will be required as population and building construction continue to increase. The following time-intensive responsibilities are creating a need for a part-paid/part-volunteer. Also, training for possible hazardous materials releases requiring trained Hazmat response personnel (due to the transportation of hazardous materials through Morgan via highway and rail).

Law Enforcement

The Morgan County Sheriff enforces the laws and preserves the peace in the County. Morgan City contracts for 2-1/2 men and a portion of the school officer's pay. As population increases, this staff will need to be enlarged in order to provide 24-hour protection. Until the County and Morgan City are each populous enough to require full-time law enforcement agencies, consideration should be given to the expansion of the present programs through mutually satisfactory joint operations and facilities.

TRANSPORTATION AND CIRCULATION

The quality of life in Morgan City is associated with its natural and built environments. A properly designed and managed transportation system can increase the opportunities for people to utilize these resources while also supporting the viability of the area. At the same time, protection of neighborhoods and mitigation of transportation-related noise will reduce the negative effects of the roadway system.

Planned road improvements should be made only when the community character can be maintained. The associated environmental impacts are acceptable and public costs for the improvements do not exceed the potential benefit derived.

Several roads, or road segments, are shown on Map 5 that do not physically exist today. They are planned to provide access and additional capacity where needed to meet future traffic demands.

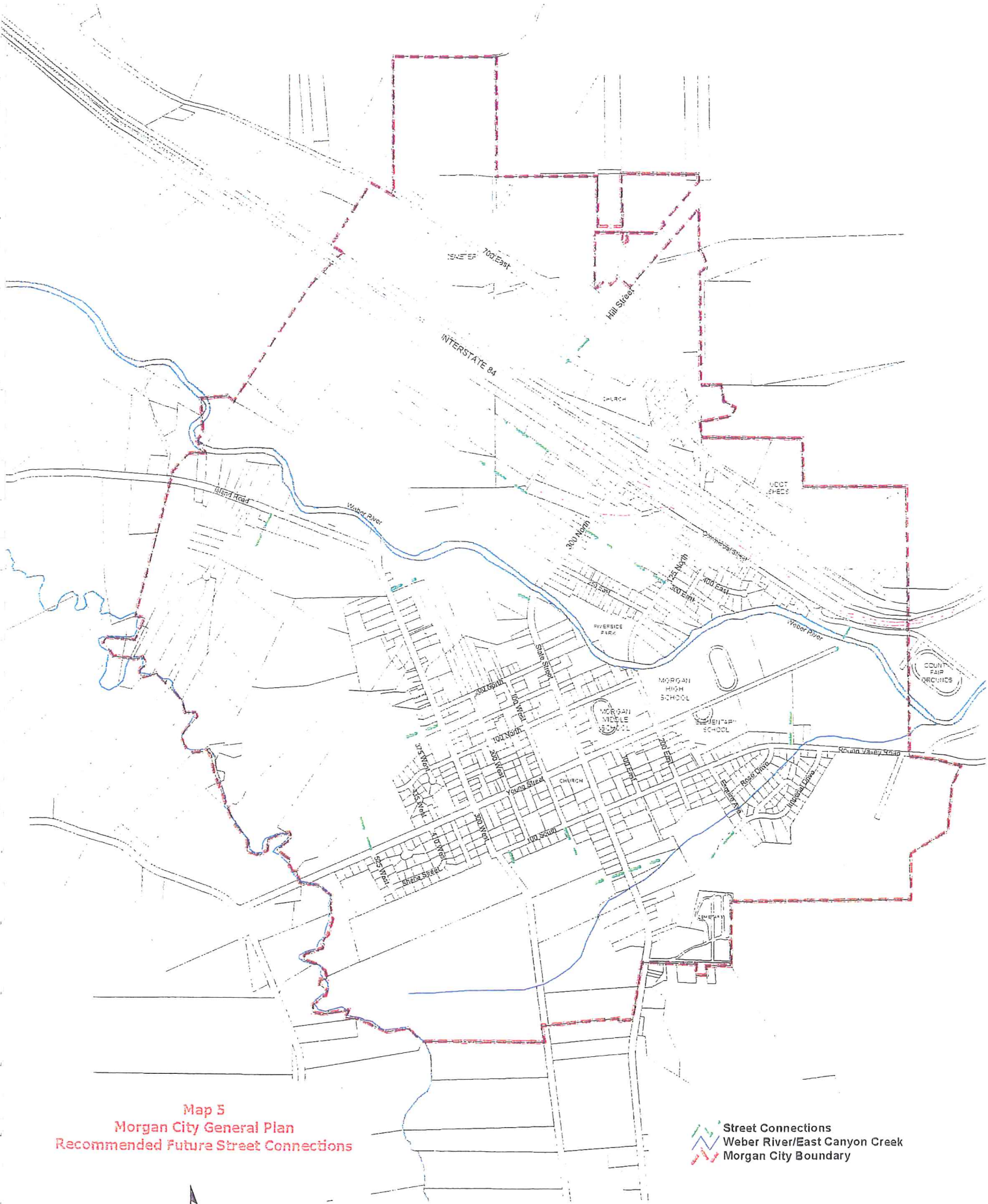
The City should consider the following relative to the existing and future transportation and circulation system:

- All new development within the community should not be approved unless proper access can be provided following city standards.
- The planning and development of all new roads should be reviewed and approved by the City Engineer prior to construction to protect natural drainage patterns or disturbance to any nearby sensitive areas.
- As new roads are proposed, the City and other agencies involved should promote community and citizen involvement in decisions regarding transportation issues.
- Local transportation planning activities should be coordinated with Morgan County and UDOT.
- All transportation projects should include consideration of pedestrian walkways, bicycled lanes, equestrian pathways, signage and lighting wherever these factors are applicable.
- Large development project proposal should provide traffic studies which demonstrate that the road system can accommodate the traffic generated by the proposed development.
- Stub streets and fragmented street patterns should be avoided in the future and corrected where present.
- Adequate off-street parking for residents should be provided in all developments. Trailers, boats, and other recreational vehicles in front yards and streets should not be allowed.
- The planning and development of all new roads, including private roads, should be reviewed and approved by the City Engineer prior to construction to protect natural drainage patterns, minimize cuts and fills, and prevent the unnecessary scarring of hillsides.
- As new roads are proposed, the City and other agencies involved should promote community and citizen involvement in decisions regarding transportation issues.
- Local transportation planning activities should be coordinated with Morgan County and the Utah Department of Transportation.
- Available federal aid programs and state highway funds should be utilized to make the proposed road improvements.

Priority Sidewalks

- All Young Street from Nolands to Scott Francis Subdivision.
- 300 W. to City limits on Island Road.
- 700 East Old Highway Road from Cemetary to Deane Thackerays

As development continues, streets may need to be rebuilt in Morgan City. Curb, gutter and piped ditches will eventually become necessary. Some area may be able to get by with just road work.

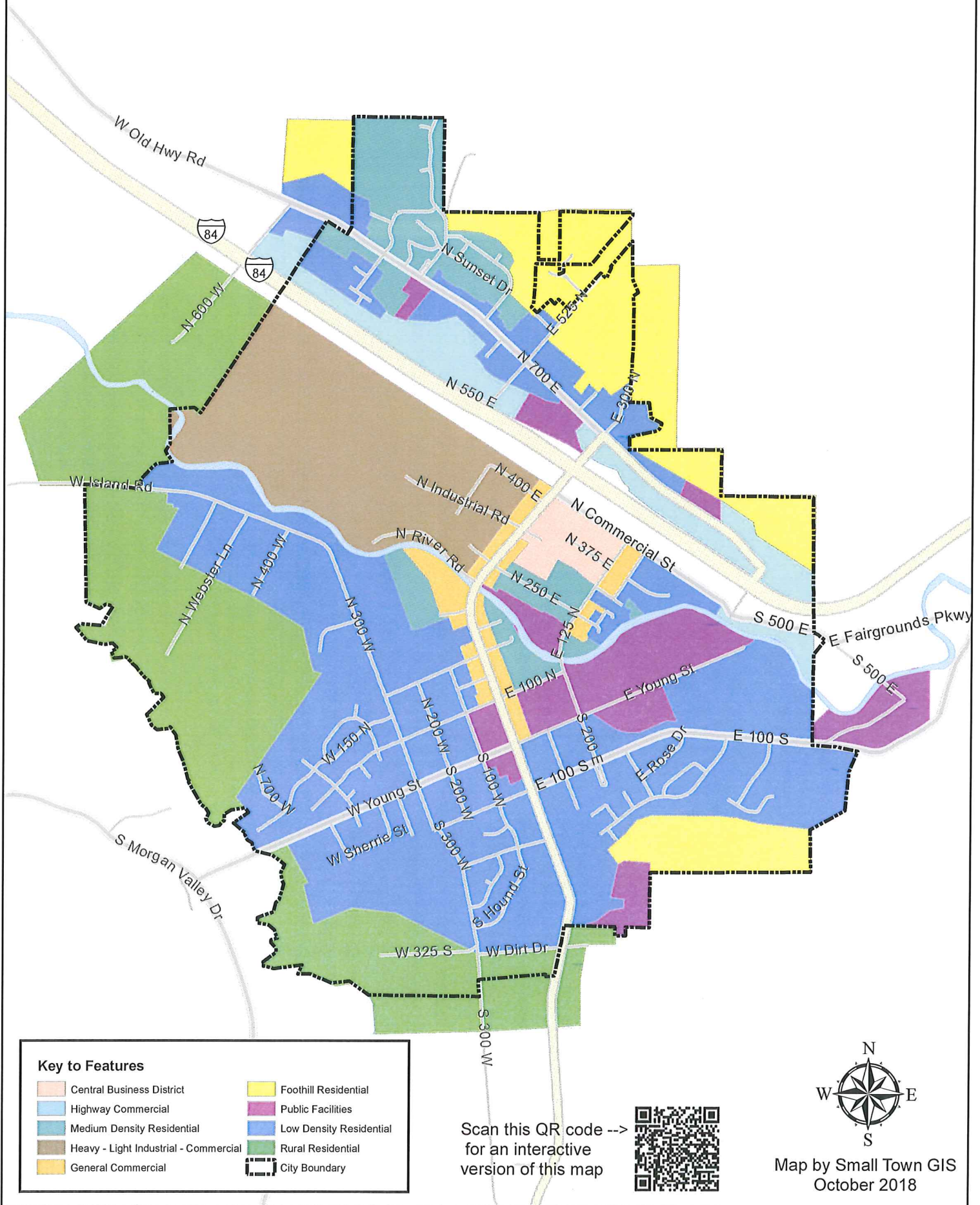


Map 5
Morgan City General Plan
Recommended Future Street Connections

Street Connections
Weber River/East Canyon Creek
Morgan City Boundary



Morgan City General Plan



Scan this QR code -->
for an interactive
version of this map



Map by Small Town GIS
October 2018