

ORDINANCE 2006-34

AN ORDINANCE AMENDING CHAPTERS 10 AND 11 OF THE TOOELE COUNTY GENERAL PLAN REGARDING THE LAKE POINT GENERAL PLAN

WHEREAS, pursuant to Utah Code Section 17-27a-404, the Tooele County Planning Commission conducted a public hearing on an application to amend Chapters 10 and 11 of the Tooele County General Plan which deals with the Lake Point General Plan; and

WHEREAS, having heard public comment in a public hearing, the planning commission recommended approval of the general plan amendment and forwarded it to the county commission; and

WHEREAS, the Tooele County Commission provided notice as required by Subsection 17-27a-204 and held a public meeting on the matter and heard arguments both for and against; and

WHEREAS, this commission finds good cause for amending the general plan as requested.

NOW, THEREFORE, BE IT ORDAINED BY THE LEGISLATIVE BODY OF TOOELE COUNTY, UTAH AS FOLLOWS:

SECTION I - GENERAL PLAN AMENDED. Chapters 10 and 11 of the Tooele County General Plan are hereby amended to read as attached hereto, which attachment is, by this reference, made a part hereof.

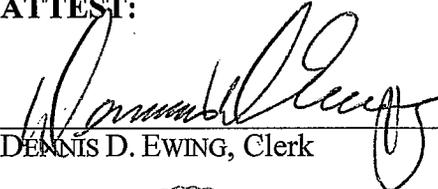
SECTION II - REPEALER. Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION III - EFFECTIVE DATE. This ordinance shall become effective 15 days after its passage provided it has been published, or at such publication date, if more than 15 days after passage.

Ord. 2006-34

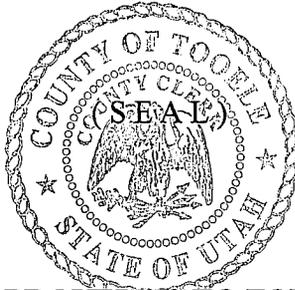
IN WITNESS WHEREOF the Tooele County Commission, which is the legislative body of Tooele County, passed, approved and enacted this ordinance this 21st day of November 2006.

ATTEST:


DENNIS D. EWING, Clerk

TOOELE COUNTY COMMISSION:


DENNIS ROCKWELL, Chairman



Commissioner Rockwell voted Aye
Commissioner Lawrence voted Aye
Commissioner Johnson voted Aye

APPROVED AS TO FORM:


DOUGLAS J. AHLSTROM
Tooele County Attorney

CHAPTER TEN: PLAN IMPLEMENTATION

INTRODUCTION

The recommendations for each of the six planning districts are summarized below. The intent of this chapter is to put all the recommendations together to facilitate implementation.

TOOELE VALLEY PLANNING DISTRICT

LAND USE

Recommendations/Proposed Actions

Downzoning

- Lessening allowable densities (downzoning) is recommended for most of the existing zones. Guidelines should direct higher density development to incorporated cities, encourage development at lower allowable densities, and preserve open space and agricultural uses in the valley. Procedures regarding downzoning which allow historical and vested claims to be addressed and satisfied should be established. Existing agricultural, residential, commercial and industrial zones should be maintained if they are consistent with plan goals. Refer to Tooele Valley Land Use Map in chapter four.

Density Transfer and Bonus Provisions

- Adopt a density bonus structure which would permit additional housing units on large parcels of land in exchange for a pledge of remaining land area to agricultural uses and notation to this effect made upon the approved plat.

Cluster Design

- Use cluster design to preserve open space and agricultural lands, and to promote more efficient, effective delivery of services. Cluster design should be required for new subdivisions. However, in order to control dense development and maintain the rural lifestyle in Lake Point and the Erda Township, clustering is deemed inappropriate. Open space in Lake Point and the Erda Township will be accomplished by virtue of the fact that low density is single family homes on one acre lots or larger.

Growth Management

- Use cluster design, density bonus and lessen allowable densities in combination to manage growth in the district and to preserve open space and agricultural lands. In this way, denser development and commercial/industrial development should be directed to incorporated cities and towns in the district.

Limited Commercial and Industrial Locations

- Focus commercial and industrial development in the unincorporated county into limited designated locations at Lake Point and Stansbury Park.
- Existing manufacturing zones north and west of Tooele City should be maintained.
- A new location designated for industrial uses is proposed surrounding SR 112 north of Grantsville. Also an industrial zone for lake related industries is proposed near Lake Point.

ECONOMIC AND DEMOGRAPHIC

Recommendations / Proposed Actions

- The cities of Tooele and Grantsville should continue to be the employment centers of the area. Economic development in the near term should continue the present focus on manufacturing and other skilled-labor employment centered around the conversion of the Tooele Army Depot into private sector use. Continued promotion of the area's industrial parks for additional growth in manufacturing will help to replace the lost higher-paying government jobs.
- Tooele City is the retail center for the county; it provides most of the goods and services used by county residents. However, there are some areas of retail sales that could be targeted for future expansion in the area. There is evidence of leakage of retail sales to Salt Lake County in wholesale durable goods, general merchandise (department stores, etc.) and miscellaneous retail (specialty shops). The lack of wholesale durable goods sales is most likely a direct result of the comparatively small size of the Tooele County manufacturing sector (relative to the rest of Utah). Other areas that are experiencing possible leakage of Tooele County dollars are apparel and accessories, furniture, and eating and drinking establishments. With the size of the Tooele County population, it may be difficult to support a full-scale department store, but smaller, community shopping centers with a mix of retail could be supported. With the development of larger scale off-price retailers on the town's fringes, Tooele City has experienced the demise of the traditional downtown shopping experience. Support of a recreation of Tooele City as the "village core" should be incorporated as a primary element of the plan.
- Within the unincorporated areas of the valley, agriculture and livestock production should continue to be the principal industry. Zoning policies supportive of agricultural uses should be put in place to curtail potential development pressures on prime agricultural lands.

TRANSPORTATION

Recommendations / Proposed Actions

- Maintain the existing collector and arterial roads and preserve their capacity by implementing access policy that spaces access points to 800-foot minimum intervals wherever possible.
- Extend Sheep Lane to the south through the Tooele Army Depot and connect it with SR 36 south of Tooele City.
- To alleviate congestion in town, develop a bypass road within Tooele City .
- Increase the capacity of SR 36 between I-80 and SR 138 by widening it to at least four lanes.
- Increase the capacity of SR 138 between SR 36 and Sheep Lane by widening and providing left turn lanes at principal intersections.
- Designate Erda, Droubay, Mormon Trail, Sheep Lane and Bates Canyon Roads as collector roads.
- Encourage clustering of development to minimize new road construction and provide access to collector roads.
- Develop a connecting corridor between the Stansbury Mountains and Stansbury Island for recreation use.
- Develop a rail to trails systems using the abandoned railroad corridor between Burmeister and Pine Canyon.
- Along the west side of the valley, maintain access roads serving the National Forest.

INFRASTRUCTURE

Recommendations / Proposed Actions

The following actions should be taken to preserve and expand the infrastructure serving the Tooele Valley unincorporated areas.

- Encourage the formation of cluster developments. These should provide centralized water and sewer systems wherever economically feasible. Water systems should be developed to provide potable water and fire protection.
- In areas of shallow groundwater levels, limit development to where central sewer systems can be developed. This is especially important in the area between Erda and Grantsville.
- Maintain drainage ways established throughout the valley. New developments must recognize the location of existing drainage channels and preserve them. Disposal of increased drainage caused by development should be required as a step in the development process.
- Encourage dense developments to locate within areas already providing centralized utility and infrastructure services.
- Encourage the establishment of a valley-wide drainage, sewer and water district to provide the necessary utility infrastructure.
- There is a shortage of potable water located in the Tooele Valley. As growth continues this shortage will increase. Therefore there is a need to manage the water resources available so that they are used to the highest and best use possible. To assist in the management of the water resources it may be desirable to form a water district which would have the authority to develop and manage water resources within the valley. Such a district would have taxing authority which it could use to develop additional sources of water, import water from other areas, and provide funds to install water conservation measures that can assist in extending the available water beyond where it currently is used. Such districts have been successful in other parts of Utah such as the Weber Basin Water Conservancy District which serves Weber, Davis, Morgan and Summit Counties.

ENVIRONMENT

Recommendations / Proposed Actions

- Promote air quality. Mitigate development-related impacts by determining appropriate locations and densities of potentially polluting industries. Also, mitigate growth-related impacts through recognition of growth and subsequent increased automobile emissions impacts upon air quality. In the future, adopt emissions testing and fuel-conserving travel methods. Mitigate the transportation systems-related impacts with traffic access controls.
- Promote water quality. Balance water resources with impacts of development, recognizing that this resource cannot be counted on to support excess development. Locate development so that storm waters and other ground water recharge resources are not diverted. Consider and utilize groundwater recharging methods. Consider reuse of water as option.
- Protect wetlands. Zoning should reflect flood plains and wetlands unsuitability for development. Mitigate any damage done by future development, if any, including road construction.
- Protect critical wildlife habitats by determining appropriate locations and densities of development which will not negatively impact wildlife populations.
- Protect lands which would be impacted negatively by adopting Sensitive Lands Overlay Zones for the foothills and other appropriate areas of Tooele Valley.

RECREATION

Recommendations/Proposed Actions

- Develop recreation resources by promoting recreational uses and profit from tourism business, yet protect natural resources for continued use. Provide for a variety of uses. The creation of the Tooele County Recreation Corridor designation

can direct appropriate low-impact uses to high recreation value areas of the Tooele Valley.

CULTURAL AND SCENIC RESOURCES

Recommendations / Proposed Actions

- The development of cultural and scenic resources can be achieved by providing educational and recreational opportunities for the appreciation of historic and archeological resources. In Tooele Valley, use signage to direct educational interest towards the appreciation and support of historical resources in the incorporated cities (the Tooele County Railroad Museum in Tooele City, or the Grantsville Fort/Donner-Reed Museum in Grantsville City, for example).
- Combine historical and environmental signage and interpretative stations with "rails to trails" transportation recommendations.
- With the aid of an inventory of resources the preservation of buildings, homes, sites, and monuments can be encouraged. These structures and sites should be protected by the county by including them in development decisions and processes.

RUSH VALLEY PLANNING DISTRICT

LAND USE

Recommendations/Proposed Actions

- Direct high density and commercial development to incorporated cities by keeping zoning densities which are in place at the time of preparing the General Plan. Maintain the one unit per 40 acres density in the district, maintain existing Industrial zones, and promote no new commercial zones in an effort to direct such interest to the incorporated towns and cities in the district.

- Maintain agricultural character by promoting agricultural land uses and making zone changes for lands which are determined as appropriate for new agricultural uses.

- Implement a density bonus structure which responds to needs of large landholders and their families. Adopt a density bonus structure which would permit additional housing units on large parcels of land in exchange for a pledge of remaining land area to agricultural uses and notation to this effect made upon the approved plat.

ECONOMIC AND DEMOGRAPHIC

Recommendations / Proposed Actions

- Agricultural-support commercial activity should be promoted for development within the existing towns in the planning district.
- Land use designations supportive of ongoing agricultural concerns should be adopted in the unincorporated areas.
- Commercial retail serving area residents and traffic on SR 36 should be confined to the incorporated areas of Stockton, Rush Valley, and Vernon.

TRANSPORTATION

Recommendations / Proposed Actions

- Designate Mormon Trail as a collector road and enforce an access control policy to preserve the function.
- Designate Hogan Road, Vernon Road and Lookout Pass Road as collector roads and enforce an access control policy to preserve the function.
- Designate roads serving public lands as official county roads and maintain them with county forces.



INFRASTRUCTURE

Recommendations / Proposed Actions

- Encourage developments requiring urban-type infrastructure to locate within incorporated cities.
- Develop a potable water system and sewage disposal system for the Rush Lake area (in connection with development of recreational facilities).
- Maintain the existing infrastructure system in other areas.

ENVIRONMENT

Recommendations / Proposed Actions

- Promote land uses and patterns which mitigate or otherwise address impacts of growth upon air and water quality by maintaining low-density zoning and planning for future cooperative water systems. Continue county involvement with the Emergency Operations Center for the operation of the Chemical Stockpile Emergency Preparedness Program for emergencies originating from Tooele Army Depot-South Area.
- Protect critical wildlife habitats by determining appropriate locations and densities of development which will not negatively impact wildlife populations.
- Protect wetlands and Rush Lake from negative development impacts by maintaining low-density development and promoting low-impact development and recreational land uses.

RECREATION

Recommendations/Proposed Actions

- Develop recreation resources by promoting recreational uses in the proposed Tooele County Recreation Corridor. (See Proposed Recreation Corridor map in Chapter Three - Recreation.)

CULTURAL AND SCENIC RESOURCES

Recommendations / Proposed Actions

- Develop tourism and increased local awareness of historic and cultural resources with signage for the Pony Express Route, the Rush Valley Mining District, and early military and pioneer settlements. Rush Valley is the ideal location in the county for a local promotion of the Pony Express (such as the creation and promotion of "Pony Express Days").
- Promote preservation of historic buildings and sites in the district.

SKULL VALLEY PLANNING DISTRICT

LAND USE

Recommendations / Proposed Actions

- Maintain the five-acre lot density structure for the town of Terra. As part of the building permit process, zoning enforcement should be stepped up in this area. Strict enforcement of non-permitted construction should also be targeted for the Terra area. This may require additional staffing, or short-term staffing for a concentrated period of time.
- Adopt a town plan for Terra addressing density, development, infrastructure, and transportation issues.
- The adoption of a density transfer and bonus program would aid the large landholders in subdividing their property (to accommodate family members in additional structures, for example).
- Direct commercial development to the county's incorporated cities, away from Skull Valley Road. A commercial land-use designation for commercial development at Rowley Junction should be adopted.

ECONOMIC AND DEMOGRAPHIC

Recommendations / Proposed Actions

- This area is an example of a western-states ranching community and it should be preserved as a viable and contributing part of the county.
- Support and maintain the agricultural economic base of the area through appropriate zoning.
- Create a town plan to guide further development in Terra.
- As part of the land use element of the county, maintain the potential for a commercial area at Rowley Junction to serve Skull Valley residents and I-80 travelers.

TRANSPORTATION

Recommendations / Proposed Actions

- Maintain the Skull Valley road as a primary collector road.
- Develop a town plan, including a street plan for Terra, to preserve and develop local roads to serve the residents.
- To improve the quality of the existing and proposed roads, to ease maintenance costs and to provide adequate access to the private land owners, develop minimum standards for roads developed in Terra.
- Designate access roads to public lands as county roads and implement a maintenance plan to provide upkeep.

INFRASTRUCTURE

Recommendations / Proposed Actions

- Encourage maintenance of the water system serving Terra and expansion to include all dwellings in this area. Emphasis should be placed on fire protection

benefits of the system.

- Preserve the fresh water springs located near Horseshoe Springs for recreation and camper uses.
- Encourage the military to preserve the infrastructure at military facilities located at Dugway Proving Grounds, especially those at English Village.

ENVIRONMENT

Recommendations / Proposed Actions

- The availability of water resources needs to be taken into account when approving any type of development in the valley. The impacts of new development on groundwater supply should be a factor limiting future growth.
- Wetlands and critical wildlife habitats should be preserved with appropriate low-density zoning and low-impact land uses.

RECREATION

Recommendations/Proposed Actions

- Dedicated access to the Wasatch National Forest needs to be established. Without it, trespassing and unregulated, high-impact recreational uses will continue to be problems.

CULTURAL AND SCENIC RESOURCES

Recommendations / Proposed Actions

- Develop tourist potential in the area by highlighting the historic sites with signage (with information about buffalo, Native Americans, settlers, and Horseshoe Springs).

WEST DESERT PLANNING DISTRICT

LAND USE

Recommendations / Proposed Actions

- In spite of little or no growth pressures in this district, densities should be limited to one unit per 40 acres to allow residential units as part of large-tract agricultural or ranching developments.
- No commercial or industrial development should be promoted or allowed outside of designated locations (currently none).

ECONOMIC AND DEMOGRAPHIC

Recommendations / Proposed Actions

- Promote the tourism aspects of the area without promoting commercial development. The forbidding, barren landscape is part of the interpretive history of the area and should not be disturbed.

TRANSPORTATION

Recommendations / Proposed Actions

- Preserve the collector road system, primarily along the Pony Express Trail, in its present condition.
- Encourage the military to preserve the remnants of the Lincoln Highway for its historical value.

INFRASTRUCTURE

Recommendations

- There are no recommendations for this district due to the lack of infrastructure facilities and need for such in the future.

ENVIRONMENT

Recommendations / Proposed Actions

- All wildlife habitats (whether critical, substantial, migratory or mating habitats) of Tooele County should be preserved to the greatest extent possible.

RECREATION

Recommendations/Proposed Actions

- Designate the western half of the Cedar Mountain Range to the Cedar Recreation Area and designate the Pony Express Route, Dugway and Simpson Mountain Ranges as part of the Tooele County Recreation Corridor. (See Proposed Recreation Corridor map in Chapter Three- Recreation.) With recreation area and corridor designations, special attention can be given to promoting appropriate recreation land uses and protecting these features of Tooele County.

CULTURAL AND SCENIC RESOURCES

Recommendations / Proposed Actions

- Actively promote the historic sites in the district through better signage and regional marketing materials. The Pony Express trail and the Lincoln Highway are significant national assets and should be easily located by residents and tourists.

I-80 CORRIDOR PLANNING DISTRICT

LAND USE

Recommendations / Proposed Actions

- Direct residential development to Wendover or other incorporated cities in the county. Agricultural land use is limited, but zoning changes should be made which allow agriculture for appropriate areas.

- While commercial development benefits the county through an increased tax base, it should be located apart from fragile desert environments, preserve existing amenities and operate within the current transportation network.
- The hazardous waste and extraction industries should be maintained with specific zoning designations. Expansion of hazardous waste facilities should be discouraged.
- Change the MU-40 to another one unit per 40 acres zoning designation in conjunction with a sensitive lands designation to protect the environment and still allow some development.
- The environmental and archeological resources of this corridor are sensitive and would benefit from being treated under a comprehensive Sensitive Lands Overlay Zone designation.

ECONOMIC AND DEMOGRAPHIC

Recommendations / Proposed Actions

- Encourage diversification of the East Wendover economy to include high-paying industries such as manufacturing and mining in the industrial area surrounding the town. Work with city officials to create a long-term strategy for development of this area with the goal of ultimate annexation of the area to East Wendover.
- Limit further expansion of the hazardous waste industry to the areas currently designated for this purpose.
- Through appropriate zoning, promote continued operation of extraction-based industries along the lake shore. The zoning district should be specific to this type of use, as opposed to allowing these uses in other, broadly-defined districts.

TRANSPORTATION

Recommendations / Proposed Actions

- Designate the access roads to public and private lands as county roads and maintain them as such.

INFRASTRUCTURE

Recommendations / Proposed Actions

- Encourage development requiring urban infrastructure to locate within Wendover City.
- Require waste industry users to maintain their own infrastructure.

ENVIRONMENT

Recommendations / Proposed Actions

- Promote air quality by limiting the locations of industry in this district. Protect water resources by conserving the salt flats and Great Salt Lake hydrologic systems.
- When military lands are privatized, discourage hazardous waste industry uses. Instead, commercial uses beneficial to the county and its cities should be encouraged.
- The environments and archeological resources of this corridor are sensitive and would benefit from being treated comprehensively under a Sensitive Lands Overlay Zone designation.

RECREATION

Recommendations/Proposed Actions

- The mountain range and the park could be combined under a recreation area designation. With this designation, special attention can be given to protecting these features of Tooele County and promoting appropriate recreation land uses there.

- Recreational uses should be developed on Stansbury Island and the salt flat area. Limiting impacts to natural resources should guide the placement of recreational facilities.
- Pursue land swaps between public and private land owners to establish public access routes to public lands.

CULTURAL AND SCENIC RESOURCES

Recommendations / Proposed Actions

- Promote increased awareness of cultural and scenic resources of the district (such as the Bonneville Salt Flats and Danger Cave State Parks) through signage and promotional activities.
- Promote development of a tourist information resource at Wendover which directs travelers toward Tooele County's historic, scenic, and recreation resources.
- For the salt flats, adoption of a Sensitive Lands Overlay Zone would aid in preserving ecology an which creates the scenic salt flats.

IBAPAH - GOLD HILL PLANNING DISTRICT

LAND USE

Recommendations / Proposed Actions

- The proposed density bonus structure should be adopted to allow families, or similar groups of persons, to be able to live in separate dwelling units on the same property. This will allow residential development while preserving agricultural land uses.
- Industry should be limited to the existing designated industrial locations.

ECONOMIC AND DEMOGRAPHIC

Recommendations / Proposed Actions

- This area is a wonderful example of a western-states ranching community and it should be preserved as a viable and contributing part of the county.
- Support and maintain the agricultural economic base of the area through appropriate zoning.
- Encourage local support retail to locate near the existing "Town Center" of either Ibapah or Gold Hill, but discourage highway commercial strip development along the main routes.
- Encourage tourism in the old mining communities and remote desert areas.

TRANSPORTATION

Recommendation

- Designate the access roads to public and private lands as county roads and maintain them as such.

INFRASTRUCTURE

Recommendation

- Maintain the status quo.

ENVIRONMENT

Recommendations / Proposed Actions

- Critical wildlife habitat should be preserved.

RECREATION

Recommendations/Proposed Actions

- To protect Deep Creek Mountain Range, create a designated recreation area and encourage low-impact recreation use and development.

- Preserve critical wildlife habitats.

CULTURAL AND SCENIC RESOURCES

Recommendations / Proposed Actions

- Use signage and regional promotions to develop tourist potential in the area by highlighting the historic sites (such as the Pony Express Route, and gold mining history).

CHAPTER ELEVEN: LAKE POINT COMMUNITY GENERAL PLAN



LAND USE

Lake Point is located in the Northeast end of Tooele Valley. It presents one of the most complex environments in meeting General Plan goals. Its location in relation to the Salt Lake Valley as well as ease of freeway access presents more intense growth pressure than other locations within Tooele Valley. The people who live in this location are diverse in demographics and tenure, and as a result, issues and problems related to land uses are more complicated.

Lake Point, in contrast to other locations of the county, contains mostly privately-owned land. It is a concentration of population and development in the unincorporated county. There are federal lands administered by Bureau of Land Management to the South east in the Oquirrh mountains.

Lake Point has five types of land uses. Agriculture land uses include farming and ranching; industrial uses are gravel pits and salt evaporation/packaging; commercial uses include retail, food, gas, truck stops, lodging, and commercial office; residential; recreation uses; and sensitive lands. All of these uses must be considered concurrently to achieve the goals of the general plan.

Growth pressure on this location is a result of increase in population, attributed to:

- it's proximity to Salt Lake City
- underutilized I-80 freeway usage, and
- the availability and low prices of private land.

The existing land use patterns in the area around Lake Point has high-density development in the Stansbury Park development to the South, agricultural uses to the Southwest, the Great Salt Lake to the West, and industrial to the North. Less dense development has historically occurred at Lake Point. Without management of development as projected growth occurs, it is possible that Lake Point could become

a dense concentration of subdivisions, and strip commercial.

The most strongly stated goal in the public meetings was to maintain the rural lifestyle and open space along the foothills. With that in mind, high-density development should occur within the cities of Tooele and Grantsville to help achieve this goal. Those cities have land and infrastructure to accommodate high-density development.

The sensitive lands in the valley, based upon slopes, wetlands, wildlife habitats, watersheds and other hydrologic/geographic features are potential concerns of development impacts and should be protected. Any identified potential hazard and recommend mitigation measures to be undertaken in the development.

All development proposals that create 5 lots or more, must address the potential impact to the following natural resources and infrastructure:

- Estimated daily culinary water consumption, rights, source, availability, quality, delivery, system maintenance, impact to surrounding and downstream users;
- Sewage requirements, type of system proposed, maintenance, upgrades to the current system;
- Road and traffic studies showing current road capacity, estimated increase with proposed development;¹and
- Assessment of those natural hazards identified in this document and other sources, and the proposed mitigation measures to be taken.

Residential Development

Existing growth pressure on traditional patterns is creating the possibility of subdivisions filling Lake Point, consuming resources and competing with other land uses. The situation needs to be altered so

residential development patterns permit comfortable, valuable residential experiences while preserving land resources. The area should remain as low-density development in an open and agricultural landscape.

The general land use policies (described in “Land Use,” chapter three) of down zoning, rural design is especially important for guiding residential development in Lake Point. With current development trends and the potential sprawl from the Salt Lake Valley, open space that remains in its natural state or utilized as a park, buffer or agricultural land uses in becoming harder to find. The heritage of Lake Point rests in a rural farming community, and any development proposal needs to preserve this character and current community values.

Open space needs to facilitate amenities that benefit the community as a whole, and not segregate areas for development only use. In order to assist the development community with the provision of open space, ownership, maintenance costs, and preservation methods that should be offered must give variety and innovation a high priority. Cooperative agreements between the private and public sector will minimize costs sustained by both, and insure accessibility to all residents of the community.

Agriculture

Lake Point has traditionally been the site of farming and ranching, and has grown slowly enough that the area retains an agricultural character. Increased growth threatens this character. While some farming is fading out, much of the area remains open and should be preserved as a community asset. Water resources appropriation conflicts between development and agriculture should be resolved to satisfy both the low development density zoning proposed throughout the county and the needs of farms and other desired vegetation.

Like residential development, agricultural land use benefits from down zoning, number and sizes of areas allowing agricultural land uses are increased.

Commercial/Industrial

There are both commercial, and industrial businesses at the I-80 exit at Lake Point. Existing residential growth pressures and vehicle travel create demands for commercial businesses. Commercial and industrial interest looking to locate in Lake Point might be hoping to locate in areas deemed inappropriate by this Plan.

The policy of this Plan is to focus appropriate commercial development into limited designated locations. The most suitable commercial locations in Lake Point are those areas located near the I-80 interchange for highway commercial and on the west side of Highway 36 for light industrial, and the east side between Sunset Road and Canyon Road for commercial development that is compatible with residential uses.

The commercial uses closest to the freeway interchanges should be those businesses that serve the traveling public. These would include, but are not limited to, fast food, convenience stores, truck stops, gas stations, tire stores, automotive and truck repair and service, etc. Most of the traffic generated by these businesses should not impact the residential, industrial and commercial areas of Lake Point.

The industrial area located to the west of SR-36 should be limited to light manufacturing and warehousing. The access to the various lots should be through an internal road network that is designed with large equipment movement in mind. In order to maintain a sense of community, the development should be reviewed for possible visual, noise, glare and sound impacts that may travel beyond the property boundary. Landscaping of lots must be required and reviewed by the planning commission to insure that a pleasing visual vista is maintained. Tree plantings on the lots and in the parking lots should be maximized in order to keep the heat island effects and energy consumption to a minimum. Large scale buildings should be painted in lighter hues so that heat is reflected away from the structure, and deciduous trees should be planted on the south and west side of buildings that provide a sufficient canopy of shade when they are mature.

ECONOMIC AND DEMOGRAPHIC

The commercial area to the east of SR-36 should extend 1,500 feet to the east, running perpendicular to SR-36 in Section 2, T2S, R4W, SLB&M, and encompass all of that portion of Section 3, T2S, R4W, SLB&M east of SR-36. The uses located in this commercial area must be residential friendly and function as a buffer between the industrial uses and the traffic from SR-36. Care in design must be made to insure that the internal roads within this area is not used as a detour to traffic on SR-36. The uses in this area should be similar in scope and intensity as to offices, cafe's, photocopy shops, day care centers, nursing homes, barber shops, etc. Parking in this area should be made by centralized parking lots, and the infrastructure should encourage pedestrian traffic to the various commercial buildings and uses. The street scape of the area should be lined with street trees and 8 foot landscaped parking strips. Sidewalks and crosswalks should be the principle means of internal transportation routes. Streets must use traffic calming devices built into the street scape to keep traffic at safe speeds. Landscaping of lots must be required and reviewed by the planning commission to insure that a pleasing visual vista is maintained. Tree plantings on the lots and in the parking lots must be maximized in order to keep the heat island effects and energy consumption to a minimum. Large scale buildings should be painted in lighter hues so that heat is reflected away from the structure, and deciduous trees should be planted on the south and west side of buildings that provide a sufficient canopy of shade when they are mature.

The industries which must locate in a specific place to take advantage of natural resources will continue using land in specific locations. An example is the brine and mineral extracting businesses found on and near the shores of the Great Salt Lake. Suitable places for industrial development should be limited to specific locations designated with appropriate industrial zoning.

Land Use Permits Issued

Historically, Lake Point has had few land use conditional use permits issued. The following table illustrates the type and number from 1985 to present:

Demographic Summary

According to calculations made prior to the plan study based on the U.S. Dept of Commerce, the Bureau of the Census and the Governors Office of Planning and Budget, Lake Point has a 1997 population of 746 persons.

Projections for the growth of Lake Point will include the development of Saddleback planned unit development which has received concept approval for 2,500 homes. This development alone will host a population of 10,000 persons which can reside in the area by the year 2030. This potential for development can only be managed with the use of infill development to prevent development sprawl on the foothills and in the mountainous areas.

The 2000 census shows that the average household size in Tooele Valley is 3.1 persons per household. The average family size is 3.49 persons per family. 15.6% of the population live in rental dwellings. 17.77% of the dwellings are used as rental properties. The average age of homeowners are in the 35 to 44 age group. The average age of renters is in the 25 to 34 age group. The following tables show the number of persons in a household for owner and renter occupied dwellings:

| Owner occupied household sizes | |
|----------------------------------|------------------------------|
| Number of persons in a household | Percentage of the population |
| 1 person | 14% |
| 2 persons | 29% |
| 3 persons | 17% |
| 4 persons | 18.3% |
| 5 persons | 11.6% |
| 6 persons | 6.8% |
| 7 persons | 3.3% |

| Renter occupied household sizes | |
|----------------------------------|------------------------------|
| Number of persons in a household | Percentage of the population |
| 1 person | 28.26% |
| 2 persons | 24.39% |
| 3 persons | 18% |
| 4 persons | 14.8% |
| 5 persons | 9% |
| 6 persons | 3.33% |
| 7 persons | 2.22% |

Average incomes in Lake Point are near or above the county average. Not surprising, the lowest average income in the valley is found in Tooele City, the most urban area in the county.

Economic Summary

Tooele City is the major retail center for Tooele County. From 1986 to 1990, more than sixty percent of all county retail sales occurred in Tooele City (except in 1989 when its proportion of sales dropped to 59.59 percent and Grantsville and Vernon experienced increases in their proportion of county sales).

TRANSPORTATION

Lake Point is served by a system of State and county-maintained roads. The primary access ways are provided by the State system consisting of I-80 and State route designated SR 36. SR 36 provides north-south access between I-80 and Tooele City. It is designated as an arterial road.

The State roads are supplemented by a system of county-maintained roads. The principal county roads are Canyon Road, Sunset Road, Mountain View, Center, Foothill Drive, Lake Shore and Clinton Landing Road. These roads function as collector roads connecting local roads to the State primary roads.

Heavy morning and evening peak hour commuter traffic to the Salt Lake Valley has created a need for expansion of the road system. A plan by UDOT has increased the capacity of SR 36 between I-80 and SR

138. This two lane section has been increased to four lanes in width, and is a restricted access highway.

The collector roads which presently exist are adequate to serve the future needs of Lake Point. The capacity of these roads should be preserved by enforcing a strong access policy that limits driveway connections directly onto the roads. Current policy is to limit access to the collector roads that intersect with the state road. This policy should continue. Combining access on narrower parcels should be encouraged to limit access points for existing parcels. Frontage roads and internal local roads should be used to provide access to the fronting parcel of land. Intersections on the collector roads should be spaced no closer than 800 feet, wherever possible. In the development of the light industrial on the west side and the light commercial on the east side of Highway 36, limited improved intersections must be installed so as to allow the safe interaction of commuter and industrial traffic to exit and enter the highway.

The I-80 and SR 36 interchange is not well suited for its current and projected operational needs. It was designed for free movements between south and east. With the development that has occurred around the interchange, operational problems are developing that should be corrected. Short of total replacement of the interchange, some improvements can be made to improve the operation. The existing frontage road leading north and over I-80 can remain in its existing location. The use of frontage on existing collector and arterial roads for access to properties should be discouraged.

A corridor should be developed connecting Lake Point with the Oquirrh Mountains. This connection should provide access to horses as well as bike and pedestrian traffic. Bike, walking and horse paths should be provided along with signage to encourage access and use. These trails could develop into a very popular system serving the entire Lake Point population.

INFRASTRUCTURE

As the unincorporated area has grown and developed, central systems have also been provided in various

locations. Both Lake Point and the Stansbury Park area provide sewer, and other utilities in an urban-type setting within their communities. Stansbury Park Improvement District provides water to some of the businesses along SR 36. Oquirrh Mountain Water Company services the Saddleback development and some of the businesses located in Lake Point. Centralized water systems must be addressed through development plans and studies as to impact to the ground water hydrology.

When a recent master plan of the sewer system for Lake Point was completed, it indicated that there are potential problems with the line capacity and overall ability to receive more waste. The need for a centralized sewer system is dictated by the presence of high groundwater where septic tanks do not function properly. This could become a public health issue as more development occurs within the area and septic tanks are allowed that would circumvent the current system. This infrastructure should include sewer and water services as well as other utilities.

Drainage becomes a major concern as more development occurs and land transitions from open space to more urban uses. The county must evaluate the possibility of developing or requiring to be developed, drainage ways within Lake Point to provide for drainage. These need to be maintained as development occurs. Specific plans should be required by development interests in order to provide for drainage.

Centralized water systems not only provide potable water to residences, but also provide fire protection. Since the county is responsible for fire protection within all areas of the county, development of centralized water systems capable of delivering fire flows becomes a critical need.

To provide for the water and sewer needs of the Lake Point area, it is recommended that the Lake Point Improvement District have overall responsibility for planning and providing basic utility services to landowners within the Lake Point area. This would ensure that suitable water and sewer facilities would be available to all landowners within the Lake Point area.

ENVIRONMENT

AIR

A consultation concerning air quality with Department of Air Quality personnel indicated that at the time of this plan there was no record of exceeded air quality standards established for the county. Historically, there have been air quality violations, specifically with levels of sulfur dioxide (SO₂) associated with the mining industry impacts on the eastern edge of the county along the Oquirrh Mountains. This area has been designated as a non-attainment area for SO₂ for many years. However no exceedance of the SO₂ standard has been measured in this area for several years so this non-attainment designation is somewhat debatable. There are no other areas where air quality standards have reportedly been consistently exceeded.

Other potential air pollution sources that affect the air quality of the county include such industrial uses as agricultural industries and equipment repair facilities.

Commuter traffic, development and industry growth also impact air quality with increased automobile exhaust and air emissions. Land use patterns, fuel conservation, emissions testing, and alternative transportation methods should be utilized to mitigate negative impacts upon Lake Point air quality.

WATER

Groundwater is the source of most domestic and irrigation water within Lake Point. However, the majority of groundwater is located in areas where the high concentration of minerals and other contaminants make the water unusable for domestic and irrigation purposes. Almost the entire area near the Great Salt Lake is underlain with groundwater that is only marginally acceptable for human use. Most of the water is too saline.

A review of studies of the groundwater conditions in Tooele County completed by a number of state and federal government agencies indicate that there is a limited amount of groundwater available for current

and future uses. The State Division of Water Rights has closed the Tooele Valley to new appropriations for several years due to the high number of approved groundwater applications and the belief that the total amount of the applications may equal or exceed the amount of groundwater available within that area without resulting in “mining” the groundwater supply (withdrawal volume exceeding the recharging volume available to the groundwater system). The majority of the domestic supply is obtained from groundwater sources through wells. Lake Point is presumed to have its own hydrologic system that is separate from that of the Tooele Valley.

Central water systems serve Stansbury Park, but in the less densely populated areas of the Lake Point, individual wells provide water to homes. Groundwater located in the Lake Point area is considered to be poor quality due to the high concentration of minerals. It is believed that this poorer quality is attributable to the proximity of the Great Salt Lake and its influence on groundwater. Concentrated individual wells present the potential of extracting cleaner water resources until water contaminated with minerals intrude into the area.

Wetlands have been recognized as a valuable resource for providing habitat for water-based wildlife such as fish, water fowl, shore birds, wading birds, reptiles, and other animals and insects. They also provide a means of preserving or improving water quality by removing nutrients, processing chemical and organic wastes and reducing sediment loads in receiving streams and water bodies. There are socioeconomic benefits provided which include flood control, storm drainage protection, erosion control, water supply and groundwater recharge, livestock grazing, and recreation in the form of hunting, fishing, and visual benefits.

The Shambip River Basin Study identified wetland areas located in the Tooele Valley and Rush Valley regions of the county. This study identified approximately 10,320 acres of wetlands within the two valley areas.

There are extensive wetlands located along the south and west edges of the Great Salt Lake. Many of these wetlands are associated with the mud flats and shallow areas located along the Great Salt Lake shore line and are flooded by the lake during high water periods.

Water conservation is a necessary part of the infrastructure needs of the County and Lake Point in particular. Since the County as a whole is very arid and growth pressures in the Lake Point are resulting in pressures to increase the water supply, conservation measures should play a role in the delivery of services. Traditional measures of installing sprinkler systems to reduce the water losses in agricultural uses certainly have a place in conserving water resources. Additional measures may also need to be applied such as limiting irrigation uses in households such as limiting hours for lawn watering. Encouraging the installation of water saving devices in homes like flow control devices in showers and toilets are other measures that can be used.

A water conservation district could also be formed to assist in the water management efforts. Such a district can have taxing authority so that funds can be raised to implement conservation programs and to develop means to import water from other locations in order to meet the needs of the Lake Point residents. Such districts have been formed in other parts of the state and have been instrumental in development and management of water resources to serve expanding population bases. Examples are the Weber Basin Water Conservancy District serving Davis, Weber, Morgan and Summit counties, and the Washington County Water Conservancy District serving Washington County which has developed several projects to provide for the explosive growth occurring in St. George. Conservation of ground water resources can be instituted by limiting the size of developed irrigated land in any development proposal.

Mountainsides, Vegetation and Wildlife

The foothills and rugged slopes of the Oquirrh define the edges of this open, rolling valley. These mountainsides are valuable amenities to residents

of Lake Point. Views from Lake Point take in both the dramatic mountain slopes and open valley vistas. Not only is their aesthetic value important, but these foothills and slopes are home to a variety of flora and fauna.

Planning efforts should preserve foothills and mountain sides to preserve the character of the valley and to protect these sensitive lands.

Vegetation in the valley includes cheatgrass, sagebrush, Douglas Fir, oak, dropseed and saltgrass. This area supports wildlife including mule deer, elk, sage grouse, and several raptor nest sites.

The Critical Habitats for wildlife located in Tooele Valley are:

- Critical Habitat for mule deer located on western slopes of Oquirrh Mountains;
- Substantial Value habitat for elk located on western slopes and foothills of Oquirrh Mountains.

Sensitive Lands of Lake Point

The slopes and foothills of the Oquirrh Range are areas proposed for protection by sensitive lands overlay provisions. BLM areas will be described in order to relate the importance of the overall area and the need for sensitive or no development there.

Unlike the forest, this area has few signs of human uses so solitude and primitive recreation opportunities are available.

The eastern slopes and foothills of the Tooele Valley planning district are part of the Oquirrh Mountain Range. Industrial land uses in this area include gravel pit, mineral excavation and railroad. Other land uses have not located on the foothills or slopes yet. These natural features would benefit from protection.

A sensitive lands overlay designation would give development parameters for slopes, wildlife, watersheds, wetlands, floodways, ridge lines, views

and other important elements. This should preserve valuable environments, yet still allow some economic benefit within the zone. Mapping and identification of these elements in the overlay zone are the responsibility of development interests. With this information, solutions involving appropriate low-density, low-impact uses can be found.

RECREATION

Recreation Resources

The Oquirrh Mountains provide similar mountain recreation opportunities, but have not yet been placed in any recreation area designation. These mountainsides should, however, fall under a Sensitive Lands designation which will promote only low or no impact uses for the area.

District Trail Concept

The trail concept shows the direction of recreation travel. This is travel to reach and enjoy the variety of outdoor recreation resources. The recreation amenities are given as notes on the trail concept diagram.

In Lake Point, potential recreation uses are bicycling and walking upon trails and sightseeing to enjoy the valley. Other elements of the trail concept are the historic travel patterns set by the exploration of the valley by Mormon settlers soon after reaching the Salt Lake Valley, cattle drives in the valley, and the earliest crossings of the valley (including the trail of the Donner-Reed Party). These patterns lend themselves to hiking, horse-riding, and sightseeing interpretations.

The Oquirrh Mountains have several potential and actual mountain recreation uses available including hiking, bicycling, camping, and cross-country skiing.

CULTURAL AND SCENIC RESOURCES

Settlement History

Tooele was one of the first six counties in the State of Utah, and the spelling for the county name was

“Tuilla.” The area was a rendezvous for Goshute Indians and was later used by travelers to California. In 1849, the first settlers to the valley were three families from Salt Lake City.

In the Tooele Valley there has been a historical and continued presence of military, mining, railroading and agricultural activities. Initially, much of the agricultural work in the valley concentrated on stock raising.

Mining and railroading have past their heyday, but federal and military activity has long been strong (but is presently decreasing). Many monuments and buildings in Tooele City and the valley, including the Tooele County Museum are representatives and memorials of those bygone days.

Other settlements in the valley have thrived since their settlement by Mormons and immigrants to the United States. Willow Creek was the first name of Grantsville. The name change was in honor of George d. Grant who aided the settlers in defeating Indians who had been attacking the area.

Pine Canyon is also known as Lakeview or Lincoln (however, Lincoln was given as the first official mailing address). This area was settled when it was believed that Tooele was becoming overpopulated for the amount of land and water there.

Much of the land of the Erda area was given in a land assignment by Brigham Young to a settler named Bates. Erda was also known as Rose Springs Fort, Bates Ranch or Batesville, but the name given to the railroad stop there has stuck.

After 1850, Lake Point was known as E.T. City for many years, named after resident cattleman Ezra Taft Benson. Lake Point had plenty of lumber available, but the alkali soils made farming difficult. Later years saw the beginning of lake industries, and the railroad name “point” for the area evolved into “Lake Point.”

Historic Sites and Scenic Areas

 E.T. Benson Grist Mill at junction of SR-138 and SR-36. This site is on the National Register

of Historic Places and was refurbished in the 1980's.

 Signal rock east of SR-36, just north of the junction of SR-138 and SR

(Footnotes)

¹Calculations based upon “trip Generation”, 5th Edition, Institute of Traffic Engineers and February 1995 update.