

GARDEN CITY
GENERAL PLAN
UPDATE 2023

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Acknowledgments

City Council

Pat Argyle
Ken Hansen
Jordan Parry
Martell Menlove

Mayor

Mike Leonhardt

City Staff

Cathie Rasmussen
Sharlene Millard

Planning Commission

Dan Kurek-Chair (Current)
Kendra Bjoralt-Vice Chair
(Current)
Wes Thompson (Current)
Megan Woods (Current)
Amy Ward (Current)
Burt Carlisle (Past)
Susann House (Past)
Mike Moldenhauer (Past)
Todd Stevens (Past)
Joey Stocking (Past)

Consultants:

J-U-B Engineers

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Introduction

This document is meant to be an update to the Garden City General Plan adopted in 2014. A General Plan is a statutory requirement for all incorporated municipalities in the State of Utah. The primary purpose of a General Plan is to plan for and respond to growth and development in a way that reflects the goals and desires of the community.

The General Plan seeks to support future decision-making that will enhance Garden City in accordance with the values and priorities of its residents. The plan elements focus on the community's concerns with action items that serve as a guide to implement those elements. A well-developed plan will guide development while maintaining the characteristics of the community that make it a desirable place to live, work, recreate and raise a family.

A General Plan is not meant to address specific properties in detail or address specific zoning. It looks at an overall picture to determine the types of land use (residential, commercial, agricultural, etc.), transportation systems (local roads and highways) and other elements that make up the community.

Plan Authority and Statutory Requirements

The State of Utah's Municipal Land Use, Development, and Management Act, Title 10 Chapter 9a Utah Code Annotated, 1953, as amended, directs municipalities to adopt a "comprehensive, long-range General Plan" that provides for the "present and future needs of the municipality". The statute requires each General Plan to include a land use element, a traffic/transportation component, and a Moderate-Income Housing Plan for communities with populations greater than 5,000. Other elements of the plan are left up to the municipality to determine what best fits their individual needs.

Due to the importance of tourism to Garden City, it was determined that a component addressing Economic Development and Tourism should be included in the plan. Furthermore, a Community Resources and Public Facilities component was also recommended to address the changing needs of the community, and the availability of city services to accommodate current and future residents and visitors.

Adopting, Updating and Amending the General Plan

The Planning Commission initiates the planning process by making a recommendation to amend the General Plan and is required to hold a public hearing to allow for input from the community before making the final recommendation to the Town Council to adopt the General Plan. The Town Council then reviews the General Plan and can either adopt as written, adopt with revisions, or reject the plan. The General Plan can only be amended by ordinance and a vote of the Town Council. Once it is adopted, to maintain the Plan's effectiveness and relevancy, the Plan should be reviewed regularly to determine if the changing needs of the community are being met.

Public Involvement

Throughout the process of updating the General Plan, Town officials have emphasized the importance of community input. Community surveys, a combined public work session with the Town Council, Planning Commission, and residents, as well as a required public hearing, were utilized to provide an opportunity for residents to voice opinions and provide feedback. Community input was gathered through the following:

- Introductory survey to gauge general views on priorities within the community (July 29, 2021, through January 2, 2022).
- Combined work session with Planning Commission, Town Council, and residents (September 8, 2021).

- Plan Elements Survey which addressed specific issues of land use, transportation, economic development and tourism, and parks and trails (December 6, 2021, through January 31, 2022).

Copies of the surveys as well as detailed summaries are included in **Appendix B-Public Involvement Summary**

Areas of concern noted in public surveys included:

- Recent increase in residential development that is being used for short-term rentals
- Impact of tourists on community resources and full-time residents
- Planned Unit Development (PUD) Agreements with developers not providing amenities at a level that compensates for impact of projects.
- Need for increased public services and infrastructure
- Trail development, expansion and connectivity with existing trail system as well as improved signage.

Community History and Profile

The Bear Lake Valley was home to Native Americans for more than 12,000 years with tribes such as the Shoshone, Ute and Bannock utilizing the abundant resources to hunt and fish. By 1818, mountain men began traveling to the area beginning with the Donald MacKenzie Snake River expedition. Trappers began frequenting the area they called Black Bear Lake as well and began trade with the Native American tribes. By 1828, the Bear Lake Rendezvous became an annual event with Mountain Men such as Jim Bridger, Jedediah Smith and William Ashley joining with various tribes to trade furs and share the latest news as well as participate in horse races, dancing and general merriment. This yearly event was held at the site of today's aptly named Rendezvous Beach.¹

With the settling of Mormon Pioneers in Great Salt Lake Valley in 1847, the Bear Lake Valley became known to the pioneers but the harsh winters and difficulty reaching the area discouraged permanent settlements, although pioneers traversed the valley on their way west. In 1863, a contingent of Mormon settlers under the leadership of Charles C. Rich were sent to the area to establish a settlement in preparation for the anticipated conflict with the US Government. They settled on the Idaho side of the valley in what is now Paris, Idaho, leaving the southern portion of the lake to the Native American tribes through treaty. However, as more settlers moved into the area, they began to settle further south and established Garden City (originally called Kennedyville) in 1877 and Pickelville in 1879. With permanent settlement came the need for water and irrigation. Phineas W. Cook began planning a canal for this purpose and established the Swan Creek Irrigation Company in February of 1877. Wright A. Moore was charged with distributing land and setting up the town site. The town was surveyed into eight-acre blocks running north/south with four lots, six rods (approximately 16 ½ feet) wide on each block. Approximately 800 acres of farmland surrounding the town was divided into 20 acre lots and names were drawn to assign lots to the residents.

It wasn't until 1878 that the first public meeting house was constructed in Garden City. The one-room log structure served as an LDS meeting house, school and general meeting house. By 1881, the first post office had been established negating the need to travel seven miles to Fish Haven, Idaho to collect mail.²

By the 1900's, the town included a general store, a blacksmith, a wheat mill, a sawmill and a saloon; however, the saloon burned down after only a short while in operation. Telephone service came to Garden City in 1900 and in 1912, the Swan Creek Electricity Company was granted right-of-way by Rich County to build a power plant on Swan Creek which would provide electricity to the county.

¹ "The Fascinating History of Bear Lake Valley," accessed August 8, 2021, <https://bearlake.org/the-fascinating-history-of-bear-lake-valley/>

² Andrew Jensen, *Encyclopedic History of the Church of Jesus Christ of Latter-day Saints* (Salt Lake City: Church of Jesus Christ of Latter-day Saints, 1941), 272.

The appeal of Bear Lake as a summer resort area was apparent and by 1913 Clarence Booth and his wife set up tents at Swan Creek for visitors and by 1916 the Lakota Beach development was established, and several permanent cabins built. In 1914, the Ideal Beach and Amusement Company opened a resort in the Hodges Ranch area, south of Garden City. There were 42 cabins, a café and a popular dance hall. These two developments were just the beginning of the recreation industry that has become such an important part of the Garden City economy.

Garden City was incorporated in 1933 following a proposal made by Charles W. Pope to bring culinary water to the town via piping of Swan Creek Spring. An engineer was hired and in the fall of 1933 the town chose Mr. Pope as Town President. Garden City and the adjacent Pickelville were incorporated into one community under the name of Garden City in 1978.³

Setting

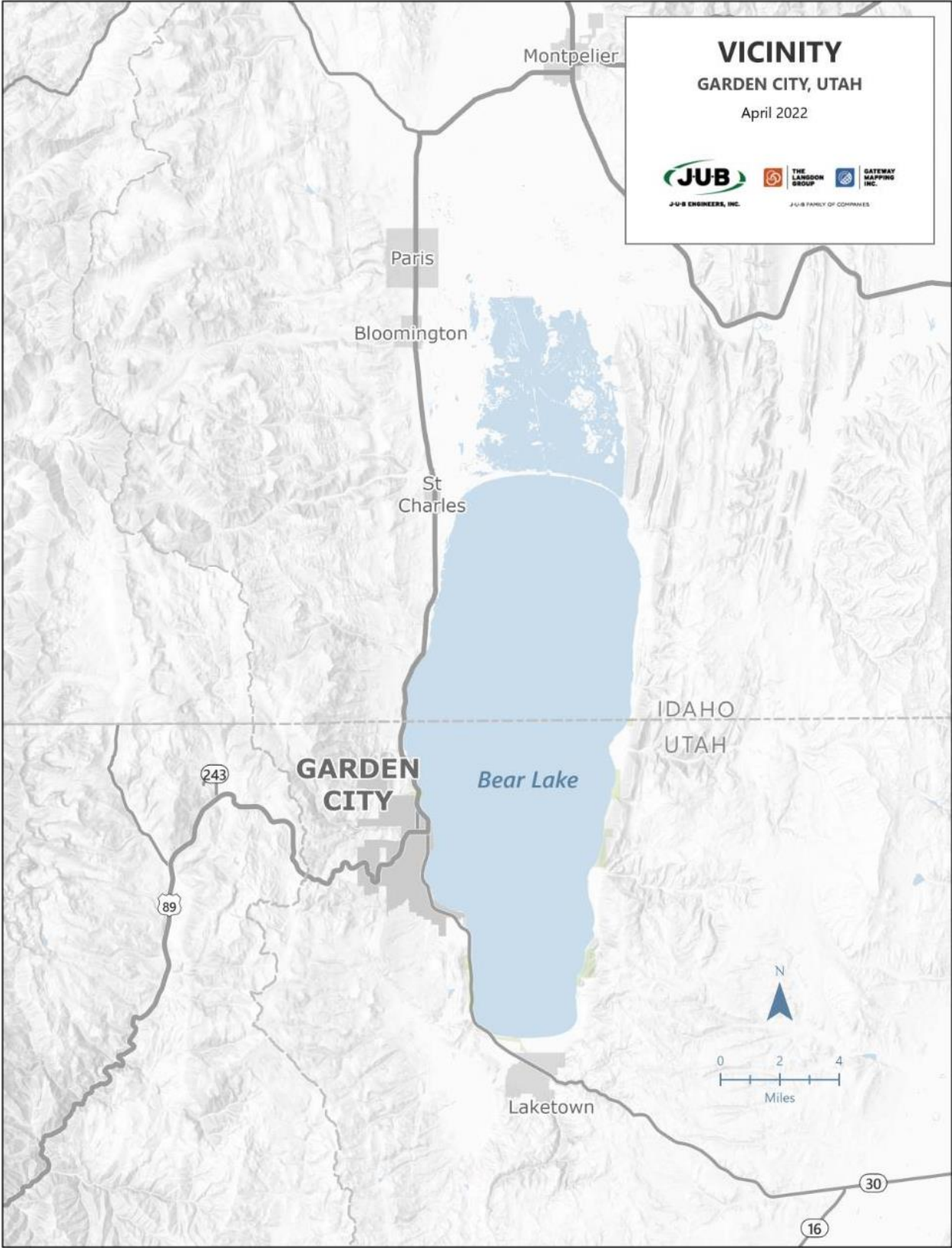
Garden City is located in Rich County and is the most populous town in the county. Garden City sits at an elevation of 5,968 Above Sea Level (ASL). It is situated on the western shore of Bear Lake where the lake forms a crescent curving into the Lake. The City is located 30 miles from the county seat of Randolph and 122 miles from the state capital, Salt Lake City.

Garden City is accessed from the southwest by Highway-89 through Logan Canyon and from the southeast via State Road 30 which is known as Bear Lake Boulevard (Figure 1). Highway 89 merges with SR-30/Bear Lake Boulevard and heads north out of Garden City along the western shore of Bear Lake across the state line into Idaho. Buttercup Boulevard/300 West is the primary municipal road running north-south and connects with the east-west routes through the town center at 200 North, north of Highway 89 and Buttercup Lane to the south. Further to the south, Hodges Canyon Road intersects with State Road 30 providing an additional east-west route.

According to US Climate Data, the annual average high temperature is 58°F and the annual average low temperature is 36°F. However, the coldest month of the year, December has an average low of 25°F and high of 38°F. July is the hottest month for Garden City with an average high temperature of 83.1°F. Average snowfall in Garden City is 59.4 inches with significant snowfall occurring nine months out of the year.

³ Parson, Robert E. (January 1996). *A History of Rich County*. Utah Centennial County History Series. Salt Lake City: Utah State Historical Society. p. 287.

Figure 1 – Bear Lake Valley Vicinity Map



Demographic Profile

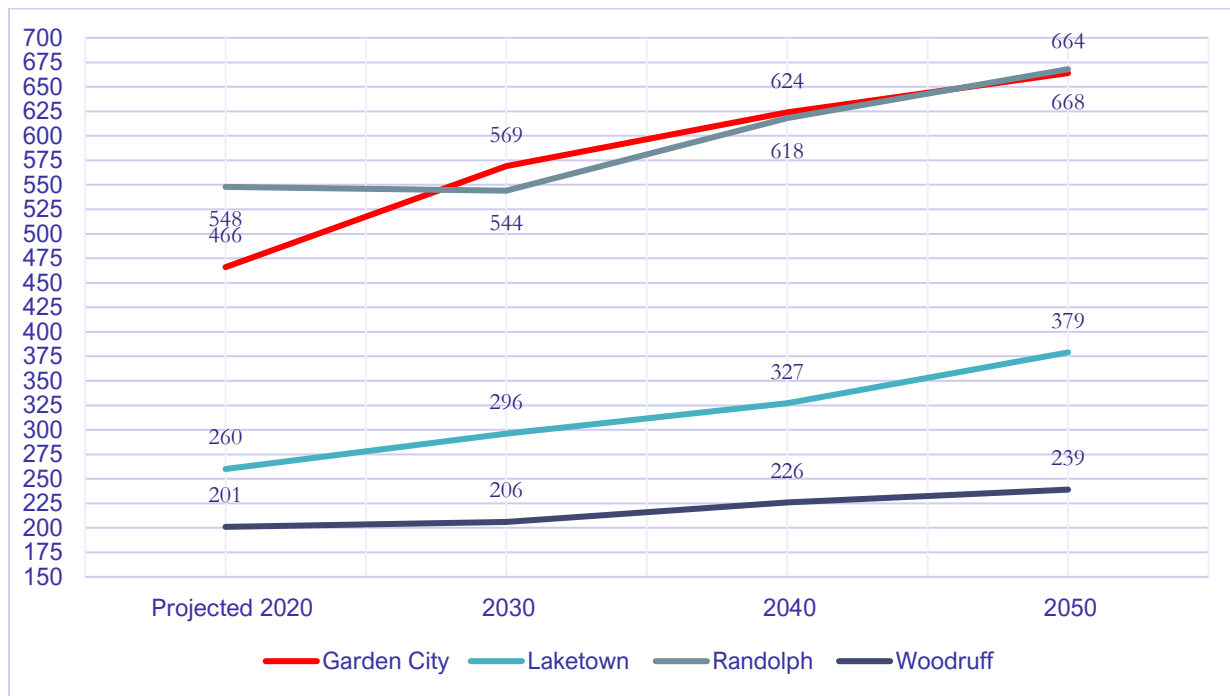
A General Plan considers existing conditions including population information (see Tables 1 – 3) and anticipates future development by conducting a 10 to 20- year population analysis (see Table 2). Future land uses, which will be discussed in Section 1, are applied to parcels within the city and to future annexation areas based on anticipated growth. Data for Table 1 was obtained from the American Community Survey. The population projections in Table 2 are based on research from the Wasatch Front Regional Council.

Table 1 – Percentage of Population by Age and Median Income

	<i>GARDEN CITY</i>	<i>RICH COUNTY</i>	<i>UTAH</i>
Percentage of population under 5	2.7	6.1	7.7
Percentage of population under 18	36.0	29.5	29.0
Percentage of population 65 and over	16.1	21.1	11.4
Median age	30.7	34.3	31.2
Median Income	\$40,607	\$37,298	\$48,055

Garden City’s population is young, with a median age of 30 along with a higher percentage of children 5 – 18 than the County or the State. Median income is higher than the County but less than the modest State median income of approximate \$48,000. This data would indicate a need for community services such as parks and recreational opportunities.

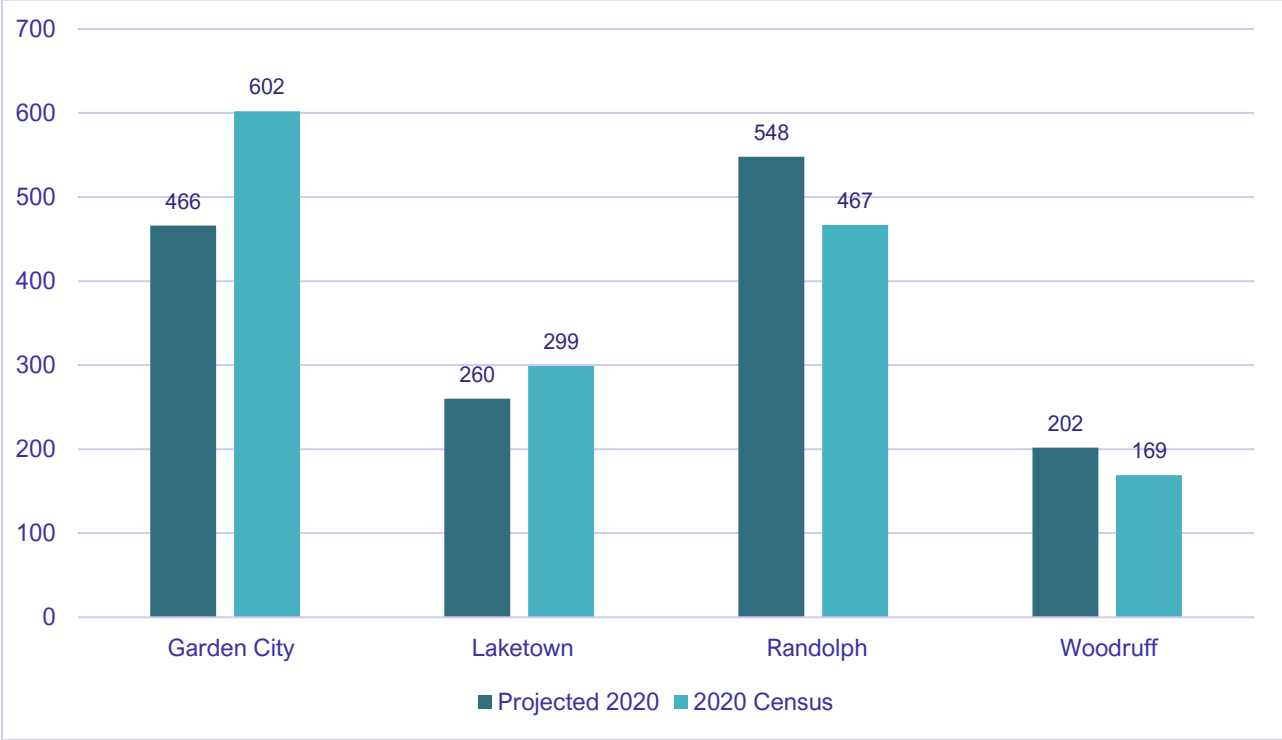
Table 2 – Rich County Population Projections 2020-2050⁴



⁴ “Population Projections (City Area).” n.d. Data.wfrc.org. <https://data.wfrc.org/datasets/population-projections-city-area/explore?location=40.893001%2C-112.017017%2C10.02&showTable=true>.

When compared to long-term population projections, 2020 Census redistricting data suggests that Garden City, with a population 29% greater than projected, may easily surpass the projected 2050 population of 664 by the next Census (Table 3). Garden City should develop policies now that will inform land use in the future and accommodate the need for housing, transportation, and infrastructure.

Table 3 – Projected Population Growth vs. Actual Growth by Town



1. Land Use

1. Land Use

Vision

Garden City will maintain the character of a rural community and a welcoming resort destination.

Existing Conditions

Garden City is ideally situated on the western shore of Bear Lake State Park at the end of the Logan Canyon Scenic Byway and is considered a year-round resort destination.

Garden City currently encompasses approximately 5,600 acres, or nearly 8.7 square miles of incorporated lands. While most development occurs along the shore of Bear Lake, development has extended into the hills which overlook the town center. Approximately 77% (4,312 acres) of the land within the city is currently in residential use and less than 1% of the total land area is in commercial use.

Census data indicates a total of 1,128 housing units in Garden City but only 227 are occupied year-round.⁵ Housing units that are not occupied year-round have increased by 12% since 2010 while occupied housing units have increased by only 6%. The demand for affordable year-round housing has been difficult to meet as housing prices throughout the state of Utah have increased dramatically and interest in Short-term Rental (STR) or second home investment has also grown. Land available for development is limited and the incentive to build residential units that are used as investment properties, or STRs is high, thus removing the land and the housing unit from the inventory available for year-round residents to occupy

The popularity of Garden City as a summer vacation destination is often at odds with its small town, rural character. Tourists are estimated to increase the population up to ten times the permanent resident population during the peak months of the summer season.

Commercial uses line both sides of SR-30/Bear Lake Boulevard and include retail businesses, many that cater to tourists during the summer months. This area has taken on the role of a “downtown” retail area distinct from the town center which is located in the area around the town offices and is more service oriented (see Section 4: Community Resources and Public Facilities). Areas along Paradise Parkway and Logan Road/Highway 89 are zoned commercial but have not been fully developed. Logan Road approaches from the west and is the sole entry point to Bear Lake from Cache Valley, as such, this area provides the first and last impression for those entering and leaving Garden City. A large grocery store and retail center was recently completed at the north end of Bear Lake Boulevard. Businesses located in this area are geared more towards full-time residents, while also providing services that benefit tourists.

Beach front and hillside areas are assets that are a dynamic part of the attractiveness of Garden City. Hillside and beach areas are primarily residential due to limits in place to preserve the natural environment; these restrictions provide protection for the sensitive habitat and potential issues related to topographical limitations. For example, development along the beach is limited to within 30 feet of the Bear Lake High Water Mark (5,923.65 feet) to protect both homes and the lake. While development on the hillside restricts building height to 35 feet to protect the view. Hillside areas abut US Forest Service (USFS) land, and the Utah Division of Forestry, Fire and State Lands (FFSL). The latter is responsible for management and protection of the waters of the Utah portion of Bear Lake. Development in sensitive areas have the potential to impact and/or be impacted by wildlife, wildfires, flooding and other unforeseen

⁵ “Explore Census Data.” 2022. Explore Census Data. Accessed January 24. <https://data.census.gov/>.

events. Protecting the sensitive nature of these unique lands will benefit residents and visitors alike, as well as the economy and the natural environment.

Garden City zoning allows for a mix of residential and commercial throughout the community. Year-round occupied, single-family homes are scattered throughout the community with few distinct “neighborhoods” or areas that are solely residential.

Manufacturing is listed in current zoning ordinances but not identified in zoning or land use maps. Light manufacturing and light industrial uses are minimal and zoning for these uses should be compatible with adjacent uses. To bring the maps in line with current zoning ordinances, the light industrial land use has been incorporated into the Future Land Use Map in the following pages.

Annexation Plan

Garden City, in accordance with the existing state code (UCA-2-401-423), adopted an Annexation Plan in 2002 following a public hearing. This annexation plan (located in **Appendix A-Annexation Plan**) summarized the character of Garden City, outlined criteria for determining annexation area, service needs and tax consequences along with a map indicating the proposed area to be included in anticipated expansion. That boundary is shown on the Future Land Use Map, Figure 1. The annexation area includes existing residential development that is part of Rich County as well as undeveloped land along the western edge of Garden City’s municipal boundary. The annexation plan doesn’t propose specific land uses for the undeveloped land. The proposed annexation area includes two fully developed County residential PUDs, as well as land that is topographically similar to the area identified on the Future Land Use Map as Estate Residential. Utah’s Municipal Code amended the requirements for an Annexation Policy Plan (Utah Code 10-2-401.5) in 2021 and the amended code has additional requirements for a municipal annexation policy.

Future Land Use Map

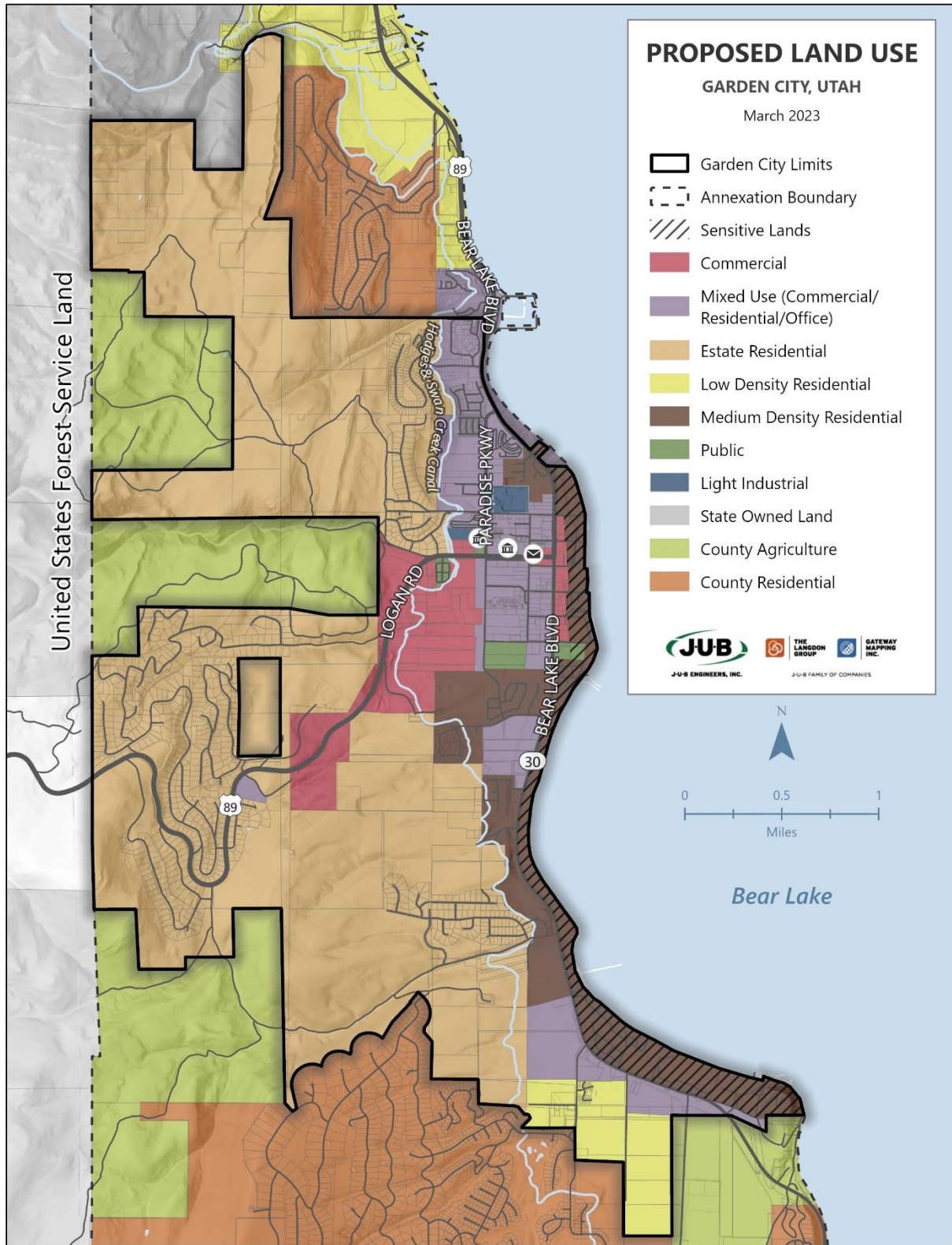
The Future Land Use Map identifies locations where different types of land uses are anticipated to occur over the next ten to 20 years and where development that is consistent with these uses will be supported by the town through policies and ordinances. The Future Land Use Map is not a zoning map and represents uses of land rather than permitted development on parcels. It is expected that future zone changes would generally adhere to the land use categories depicted on the Future Land Use Map, but flexibility should be considered as long as the zoning remains consistent with the vision, goals and policies of the General Plan.

Table 4 – Description of Future Land Use Categories

CATEGORY	EXAMPLES OF COMPATIBLE DEVELOPMENT	KEY CHARACTERISTICS
Commercial	Office Retail Service Hotel	A mix of commercial development to serve year-round residents as well as some tourism related services.
Mixed Use	Retail Office Restaurants Townhomes/Condominiums Live/Work Glamping RV parks	A mix of higher density housing types located in areas that are proximate to retail, parks and trails, marina and beach access.

CATEGORY	EXAMPLES OF COMPATIBLE DEVELOPMENT	KEY CHARACTERISTICS
Estate Residential	Single family with Minimum lot size ¾ Acre	Development maintains and protects the natural beauty, wildlife and open space.
Low Density Residential	Single family Minimum lot size 7500 sq. ft. Compatible non-residential uses (e.g., churches, schools)	Primarily occupied by year-round residents. Neighborhood parks
Medium Density Residential	Single family Multi-family Glamping RV parks	Provides a mix of housing options and densities within close proximity to services and amenities.
Public	Parks Schools Town offices Town amenities (e.g., pool, library)	Schools, government offices, community centers, libraries, and cemeteries. Also includes facilities needed for essential public services such public works facilities and similar uses.
Light Industrial	Storage facilities Vehicle/Boat Repair Public Parking facilities	Accommodates a variety of commercial, light industrial and manufacturing employment uses.

Figure 2 – Future Land Use Map



Goals, Policies and Action Plan

Land Use Goal 1.1 Encourage land use and development that maintains the rural, small-town character of Garden City, respects property rights and supports the tourist economy.

Policy: Adopt land use guidelines and regulations that preserve residential areas with large lots and the distinctive open, rural character of Garden City.

Action Items:

1. Review existing ordinances to determine if changes should be made regarding Short-Term Rentals and RV Parks.
2. Review design standards to determine how they can be used to maintain the character and look of a rural community.
3. Review existing Annexation Plan and consider updating and amending to be compliant with state law. The amended Annexation Policy Plan should include guidelines for determining land use and zoning to be consistent with existing land use and future land use as outlined in this plan.
4. Consider adoption of a Sensitive Lands Overlay in Beach District and property abutting US Forest Service land in order to preserve and protect sensitive areas as well mitigate potential impact of the natural environment on development (flooding, forest fires, etc.).

Land Use Goal 1.2 Encourage land uses that allow for tourist focused development while also providing housing options for full-time residents.

Policy: Encourage and facilitate development that addresses the housing needs of the community.

Action Items:

1. Review zoning ordinance to identify areas in the community where year-round residents are the majority and determine if limitations should be added to the zoning ordinance to maintain and grow housing stock for year-round residents.
2. Review zoning ordinance to identify zones that are conducive to PUDs and review existing PUD approval requirements. Consider options to incentivize or require developers to contribute to supply of affordable housing/employee housing.

Land Use Goal 1.3 Encourage a mix of uses that enhance the character of the community and appeals to residents and tourists.

Policy: Develop guidelines and regulations for mixed use development that supports a vibrant and walkable community.

Action Items:

1. Review zoning ordinance to allow for greater flexibility in site development.
2. Identify areas of collaboration with private and public entities to provide sidewalks and groomed walking paths to improve walkability.
3. Assess strategies to create and brand “destination locations” (i.e., Main Street or Downtown) in Garden City.
4. Consider adopting design and development standards for mixed use development

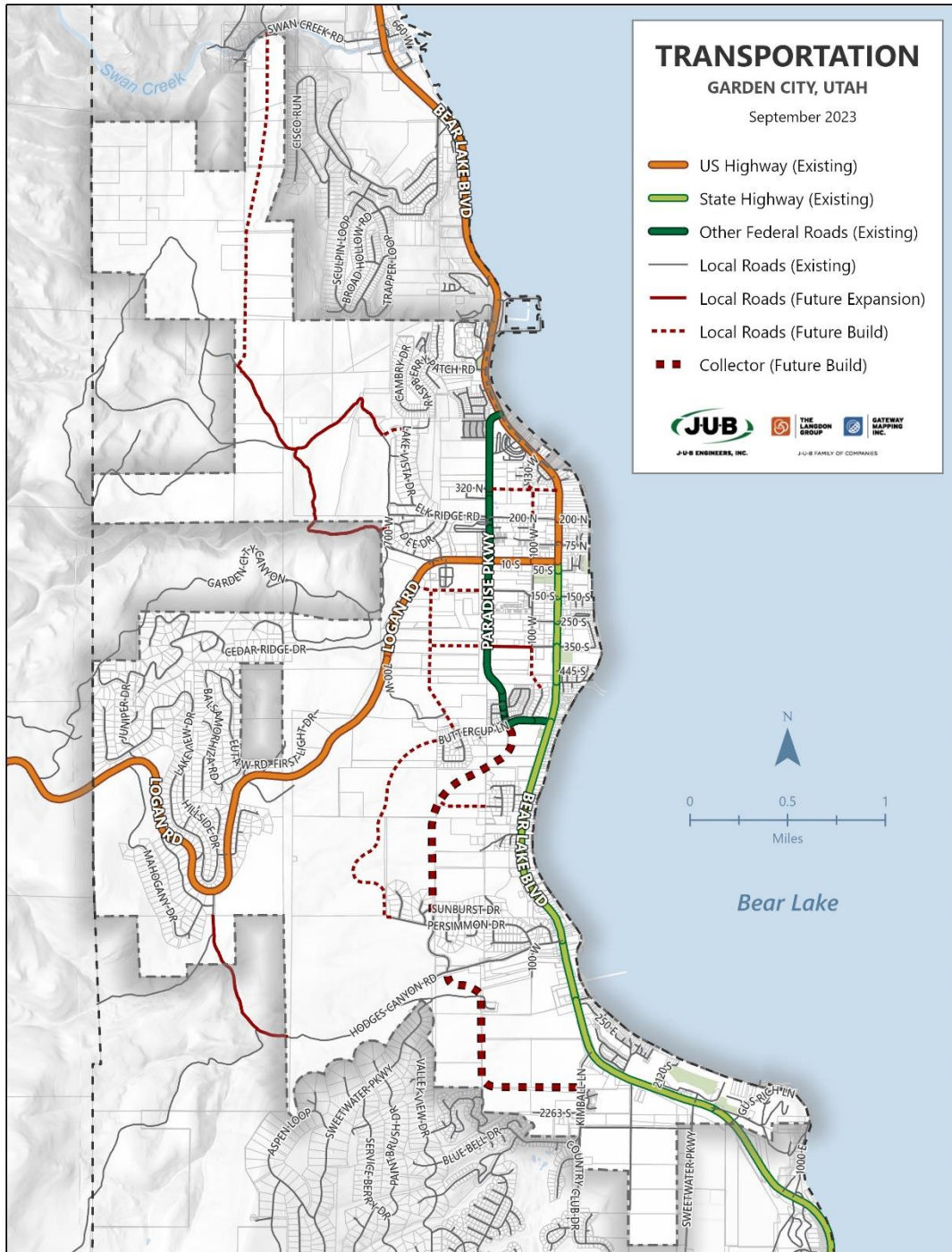
2. Transportation

2. Transportation

Vision

Garden City will develop a multi-modal transportation network that provides safe routes to adequately serves all areas of the community.

Figure 3 – Garden City Transportation Map



Existing Conditions

As depicted in Figure 1, access to Garden City from the southwest is through Logan Canyon on Highway-89 which continues north along the western edge of Bear Lake into Idaho. From the southeast, State Road 30 provides access from Wyoming and connects to Randolph and Woodruff via SR-16. The section of SR-30 running through Garden City is known as Bear Lake Boulevard. Bear Lake Boulevard/SR-30 is categorized by the Utah Department of Transportation as an “Other Principal Arterial” (OPA) which facilitates “substantial statewide or interstate travel”⁶ Average Annual Daily Traffic count (AADT) from 2020 counted 3800 vehicles, an increase of 46% since 2011.⁷

The main road through the interior of Garden City is 300 West/Paradise Parkway which runs north from Buttercup Lane and connects with SR-30/Bear Lake Boulevard at approximately 600 North. Paradise Parkway is categorized as a “Major Collector” which “generally serve primarily intra-county travel”. Since UDOT began gathering data for this route in 2017, AADT has remained consistent, averaging 110 vehicles per day. East/west roads through Garden City terminate at 100 West limiting vehicular access to and from 100 West to Paradise Parkway.

Bear Lake Boulevard/SR-30 is crowded with tourist and resident traffic during the summer months. Visitors to Bear Lake park their cars along the roadside and site lines are often impeded by parked vehicles, particularly for those motorists turning on to Bear Lake Boulevard. In addition, people exiting their vehicles do not have much clearance to avoid traffic, creating safety hazards for motorists and pedestrians. The trail that runs along Bear Lake Boulevard is heavily trafficked and motorized vehicles (e-bikes, etc.) often compete with pedestrians for space and right of way, causing both to enter the roadway to avoid one another.

In Rich County, Garden City accounts for 53% of traffic accidents occurring in incorporated areas and 20% of all accidents countywide. Not surprisingly, July and August are the worst months for traffic accidents. Fortunately, the number of fatalities is low, there have been five fatalities in Garden City since 2010, but those five account for 35% of all fatalities in Rich County over the same period.⁸ It is also of note that based on data obtained from the Utah Department of Public Safety, 86% of accidents in Garden City from 2010-2021 involved a driver that was not a resident of Garden City⁹. This information can be interpreted many ways, but an important takeaway is that driver’s that do not live in Garden City may be involved in accidents at a higher rate due to lack of knowledge of the area. Improved signage and traffic controls may be beneficial and should be coordinated with UDOT.

Garden City has plans to extend Paradise Parkway south to connect with Hodges Canyon Road. This will improve north-south connectivity and pull traffic from SR-30/Bear Lake Boulevard. There is need for greater east-west connectivity for both residents and tourists. Improving pedestrian access to the beach area would decrease vehicular traffic in residential neighborhoods and improve safety. The town has plans for a new road in conjunction with the new park to be located at 350 South and Paradise Parkway; sidewalks or paved trails along 350 South will also be provided through this project. Once complete, this new road will connect to SR-30 and increase access points to the beach and businesses along Bear Lake Boulevard/SR-30.

During the summer tourist season, municipal side streets become crowded with cars parked along the roads and drivers attempting to avoid crowded main roads. Some roads that serve residential developments are private roads and are often not as wide as municipal roads and maneuvering along these roads can be difficult, particularly for a motorist towing recreational equipment.

⁶ “FHWA Functional Classification Guidelines.” U.S. Department of Transportation/Federal Highway Administration. Accessed March 9, 2022. https://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/fc00.cfm.

⁷ Uplan.maps.arcgis.com. Accessed March 9, 2022.

⁸ <https://uplan.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=4c1915628beb4ce0b71b22175a2fa1c5>.

⁹ “Crash Data and Statistics | DPS – Highway Safety.” 2012. DPS – Highway Safety. 2012. <https://highwaysafety.utah.gov/crash-data/>.

9 UTAPS-CDI (2021). [Garden City Driver Data]. Unpublished raw data.”

Goals, Policies and Action Plan

Transportation Goal 2.1 Encourage ongoing coordination with UDOT to facilitate improvements to state routes within the Town.

Policy: Prioritize improvements to Bear Lake Boulevard (SR-30) and Logan Canyon Road (US-89) to improve traffic flow and safety.

Action Items:

1. Promote/facilitate possible turning lanes and other traffic safety measures along Bear Lake Boulevard.
2. Support increased efficiency of moving traffic north/south and east/west with potential roundabouts or other traffic flow measures.

Transportation Goal 2.2 Establish a road system that improves safety, access and connectivity for full-time residents while mitigating challenges of visitor traffic.

Policy: Prioritize road projects that provide alternative routes through the community and draw traffic away from Bear Lake Boulevard.

Action Items:

1. Develop Strategic Plan for completing the extension of Paradise Parkway to Hodges Canyon.
2. Discuss need for community wide Transportation Master Plan in coordination with Utah Department of Transportation and Rich County, including ways to increase safety for pedestrians and vehicular traffic.
3. Review specifications and requirements for off-street parking and private roads. Consider developing guidelines to increase off street parking and facilitate compatibility between private and public roads

Transportation Goal 2.3 Encourage utilization of non-vehicular modes by residents and tourists.

Policy: Provide a multi-modal network to increase non-vehicular movement through the community.

Action Items:

1. Investigate potential for alternative ways to address tourist traffic during the summer season (shuttle vans, bike rentals, etc.)
2. Consider options to require or incentivize developers to provide paved sidewalks and/or trails.
3. Develop Parks and Trails Master Plan with focus on community walkability and connectivity.

3. Economic Development and Tourism

3. Economic Development and Tourism

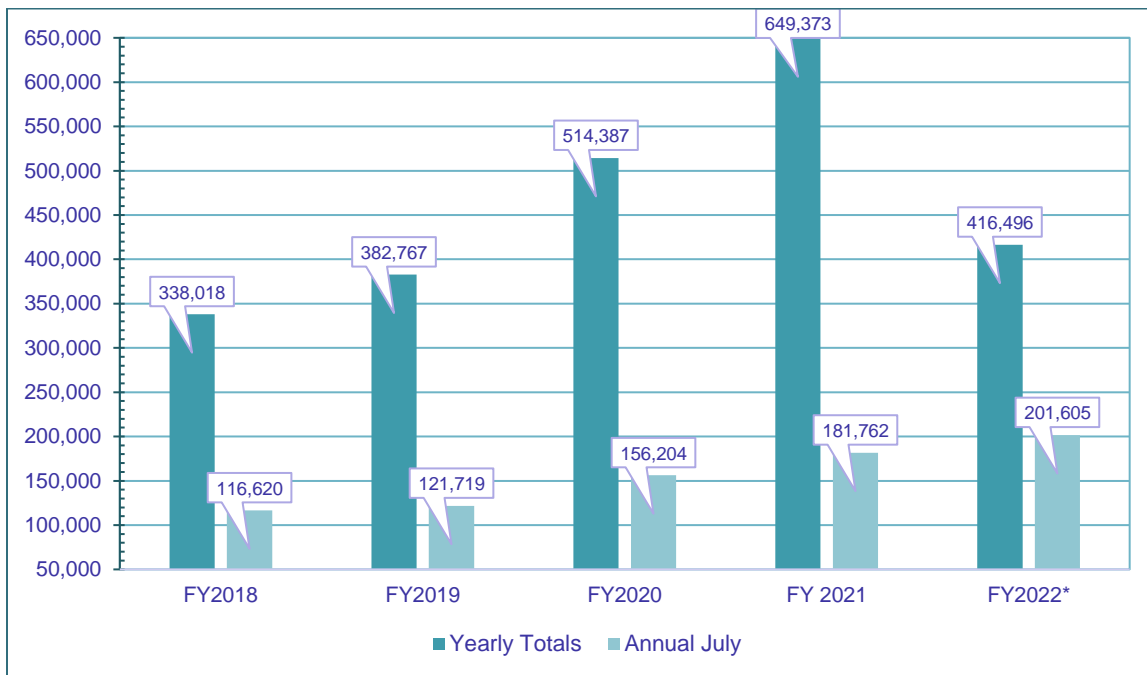
Vision

Garden City will continue to be a welcoming destination for year-round visitors and encourage business development that enhances the character of the community.

Existing Conditions

Garden City’s economy is dependent on tourism and benefits from the growing number of visitors to Bear Lake during the summer months and increasingly, during winter months as outdoor enthusiasts come to ski, snowmobile and participate in other winter activities. Visitors to Bear Lake in 2020 increased by 34% over 2019 and attendance figures continue to climb as does the sales tax revenue.¹⁰

Table 5 – Visitors to Bear Lake State Park 20108-2022¹¹



*Attendance for FY2022 is only available through January 31, 2022.

Tourism related taxes contribute significantly to Garden City’s budget. According to the Utah State Tax Commission and the Utah Office of Tourism, Garden City collected \$566,724 in Resort Community Tax in 2020 and for fiscal year 2021, that amount has increased 41% to \$801, 141. The Municipal Transient Room Tax (MTRT) contributed \$186,301 to the budget in fiscal year 2020, the first full year it was assessed. Residents’ purchases are assessed the Resort Community Tax, but the overwhelming majority of this revenue and 100% of the MTRT comes from purchases made by visitors who come to enjoy the beauty of Bear Lake and the surrounding community.¹²

¹⁰ “Park Visitation Data.” n.d. Utah State Parks. <https://stateparks.utah.gov/resources/park-visitation-data/>.

¹¹ Ibid

¹² “Monthly Distribution.” 2022. Utah State Tax Commission. February 24, 2022. <https://tax.utah.gov/sales/distribution>.

Tourists also support local businesses such as restaurants and retail shops. Commercial uses line both sides of SR-30/Bear Lake Boulevard and include retail businesses, many that cater to tourists during the summer months. This area has taken on the role of a “downtown” retail area distinct from the town center which is located in the area around the town offices and is more service oriented (see Section 4: Community Resources and Public Facilities).

Areas along Paradise Parkway and Logan Road/Highway 89 are zoned commercial but have not been fully developed. This road is the sole access from Cache Valley and signage should be considered that will identify entrance into Garden City.

Tourism is an economic driver for Garden City. The revenue collected accounts for a significant portion of Garden City’s budget and allows the town to invest in infrastructure without passing the cost on to residents through rate hikes. However, the community could be seriously impacted by events that curtail tourist activities and would benefit from identifying opportunities to provide some diversity to their economic base. Reassessment of permitted uses in commercial areas will ensure that appropriate uses are allowed and concentrated to provide for higher functioning business district. Developing standards for mixed use developments will ensure that the appropriate ratio of commercial and residential areas is met, in addition to specifying desirable placement and connection between uses. Planning for the development of light industrial and/or manufacturing areas will also provide economic opportunities for residents while freeing up other areas for residential and commercial services.

Goals, Policies and Action Plan

Economic Development and Tourism Goal 3.1 Garden City will continue to benefit from tourism while encouraging diverse business development.

Policy: Allow for flexibility to assist business and property owners to grow and adapt to the changing economic climate.

Action Items:

1. Review zoning ordinance to identify changes that could be made to facilitate and encourage diversity in commercial development.
2. Develop Strategic Plan to guide economic development and identify areas of focus for business development, expansion and retention.

Policy: Prioritize actions to manage the impact of tourism on the community.

Action Items:

1. Identify ways in which Garden City can utilize the financial benefit of tourism to mitigate the negative impacts on the community.
2. Identify problematic locations in recreational areas and collaborate with responsible agencies to address concerns and potential improvements.
3. Review zoning ordinance and STR business licensing requirements to identify existing regulations that could be strengthened to address impacts on the community.

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4. Community Resources and Public Facilities

4. Community Resources/Public Facilities

Vision

Garden City will be a community that provides reliable services and resources along with outstanding amenities to improve the quality of life for residents.

Existing Conditions

Garden City provides culinary water for town residents while sanitary sewer services are provided by Bear Lake Special Services District. All garbage pick-up in Garden City is provided by Rich County, including garbage pick-up within the Bear Lake State Park Boundaries. Emergency services are provided by the Garden City Fire District and Rich County Sheriff's office, which also provides law enforcement, emergency medical services (EMS) and search and rescue (SAR) throughout the county. The closest emergency room is located 30 miles north of Garden City in Montpelier, Idaho.

Bear Lake State Park has full responsibility for services within the boundaries of the state park, including the Marina, Rendezvous Beach and beach area. Park Rangers manage law enforcement and emergency services with support, when necessary, from the Rich County Sheriff's Office and Utah Highway Patrol.

Bear Lake Community Health Services, a privately owned company, provides family medical, OB/GYN, dental, pharmacy and mental health services. Community Health Services are classified as Federally Qualified Health Centers which allows them to offer financial assistance for those who qualify.

“The Town at Garden City” is the central location for Garden City offices, event facilities and multiple pickleball courts. The Garden City Pool, library and community health center are located adjacent to Garden City offices. Event facilities include the Lakeview Conference Room (which also serves as Town Council Chambers), Mountain View Conference Room, and the Pineview Conference Room. Both Lakeview and Mountain View have kitchen facilities. All of these venues are available for rental and pickleball equipment is also available for rental at the Garden City offices.

Garden City Park provides playgrounds, various sport facilities, a wetland boardwalk which provides access to the public beach. The Bowery at Garden City Park can accommodate community events and is available for rental through the town office. Heritage Park which includes a stocked fish pond is not as developed as Garden City Park and respondents to the survey indicated a desire for improvements to Heritage Park, including permanent bathrooms. At the writing of this report improvements were being completed which included pickleball courts and ball fields.

Children in grades K-5 attend North Rich Elementary School and middle schoolers, grades 6-8, attend Rich Middle School. Both schools are located in Laketown, approximately ten miles from Garden City. Rich High School is located 30 miles away in Randolph. Students are bussed to their respective schools. Garden City has the highest population of all towns in Rich County and also the fastest growth rate. Town leaders anticipate that Garden City will likely need an elementary school within city limits in the next five to ten years.

Goals, Policies and Action Items

Community Resources and Public Facilities Goal 4.1 Garden City will provide necessary services that improve quality of life for the community.

Policy: Collaborate with county and state agencies to coordinate services to provide the highest level of service in a cost-effective manner.

Action Items:

1. Review existing services and resources to identify gaps in service delivery and resources within the community.
2. Develop Strategic Funding Plan to address funding of community services.
3. Coordinate with Rich County School District to develop long term facility planning that addresses growth in K-6 population in Garden City.
4. Evaluate and prioritize recommendations from Water Master Plan. (when adopted).
5. Coordinate with local Sewer District to accommodate future growth.

Community Resources and Public Facilities Goal 4.2 Garden City will provide resource and amenities that enhance and improve quality of life.

Policy: Prioritize resources and amenities for year-round residents.

Action Items:

1. Continue to develop public parks and recreational activities and collaborate with private sector to construct additional park amenities.
2. Draft Parks and Trails Master plan with focus on resources to serve full-time residents
3. Develop Strategic Plan to recruit private business in conjunction with economic development plan.
4. Collaborate with surrounding communities to develop regional amenities and resources.

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Appendix A

Annexation Plan

GARDEN CITY, UTAH

AMENDED MASTER POLICY DECLARATION

November 14, 2002

I. Area of Expansion

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

II. Character of Garden City

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

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

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

III. Utah Boundary Act Criteria

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

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

IV. Town of Garden City Annexation Criteria

Applicant agrees:

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

2. That all water lines, streets and other facilities needed to extend services to the annexed area shall be built to Town specifications.
3. Not to alter or develop land without first submitting plans to the Garden City Planning and Zoning Commission for their review and recommendations to the Town Council and subsequent action.
4. Not to utilize the land for any use which would be determined by the Town Council to adversely effect the health, safety and welfare of the citizens of Garden City.
5. To comply with the Town's existing street layout and master plan.
6. Not to build any streets or other public improvement on buildings except in accordance with the Town's applicable ordinances, standards and specifications.
7. To dedicate all necessary easements and right-of-ways for utilities and access.
8. To provide access for public emergency vehicles on all private roads within the annexed area.
9. To provide parks and/or open spaces as requested by the Town.
10. To establish appropriate zoning of land pursuant to the Garden City Zoning Ordinances and the Utah Code.
11. To indemnify and hold the Town harmless from any and all damages.
12. The municipal snow removal and road maintenance is available to those improved streets legally accepted as part of the Garden City road system.

V. Service Needed (Rate of Expansion)

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

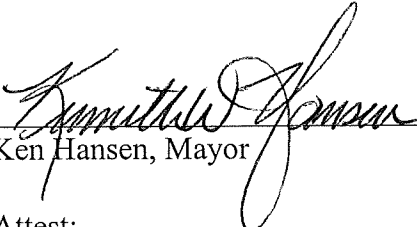
to the current Town area. Existing irrigational rights on annexed property may need to be dedicated to the Town for future conversion to culinary rights as agricultural properties are developed, as stated in Garden City Resolution #R01-01.

VI. Tax Consequences

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

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

APPROVED:

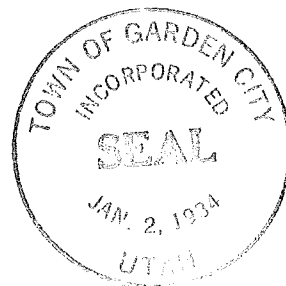


Ken Hansen, Mayor

Attest:



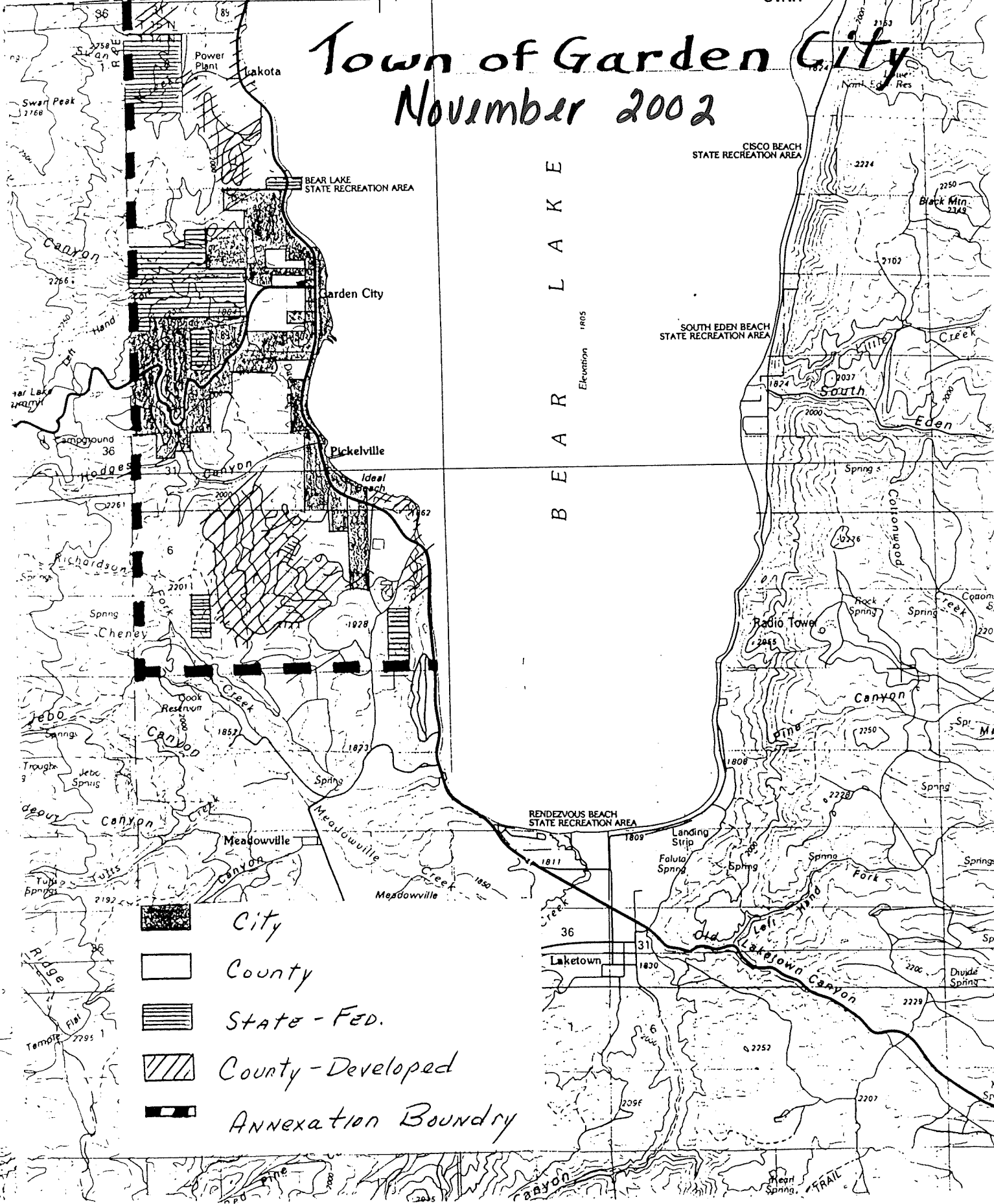
Town Clerk








Town of Garden City November 2002

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Elevation 1805



-  City
-  County
-  State - Fed.
-  County - Developed
-  Annexation Boundry

GARDEN CITY, UTAH

AMENDED MASTER POLICY DECLARATION

February 4, 1996

I. Area of Expansion

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

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

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

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V. Service Needed (Rate of Expansion)

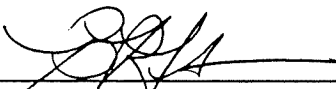
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VI. Tax Consequences

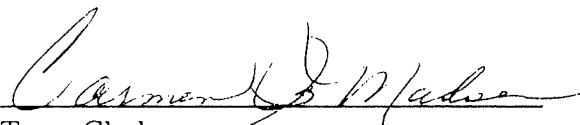
It is estimated that the only tax consequences to the new territory shall be that the new territory shall be subject to the same taxing as the annexing territory. It is contemplated that no other adverse tax impact will be imposed upon any other affected entity. Tax revenues will increase to the various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

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



Bryce R. Nielson, Mayor

Attest:



Town Clerk



Appendix B

Public Involvement Summary

General Plan – General Survey Comment Summary

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

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

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

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

- Parks and Trails was identified as the 2nd issue of greatest importance

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

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

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

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

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

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

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

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

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

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

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



Garden City General Plan Community Survey

We need your input!

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

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

- Full-time resident
- Second homeowner

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

- Own
- Rent

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

- Yes
- No

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



Housing and Residential Development



Transportation



Economic Development and Tourism



Parks and Trails

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

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



Water



Sewer



Garbage



Road Maintenance



Emergency Services



City Parks and Facilities

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

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

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

Yes

No

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

Name

Address

City/Town

State/Province

ZIP/Postal Code

Email Address

Public Involvement

Garden City Community Survey #2

Summary

Introduction

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

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

How was the survey publicized?

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

Who Responded?

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

Survey Responses

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q18: Requested Demographic Information.

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



Garden City General Plan Survey #2

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

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

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

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

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

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

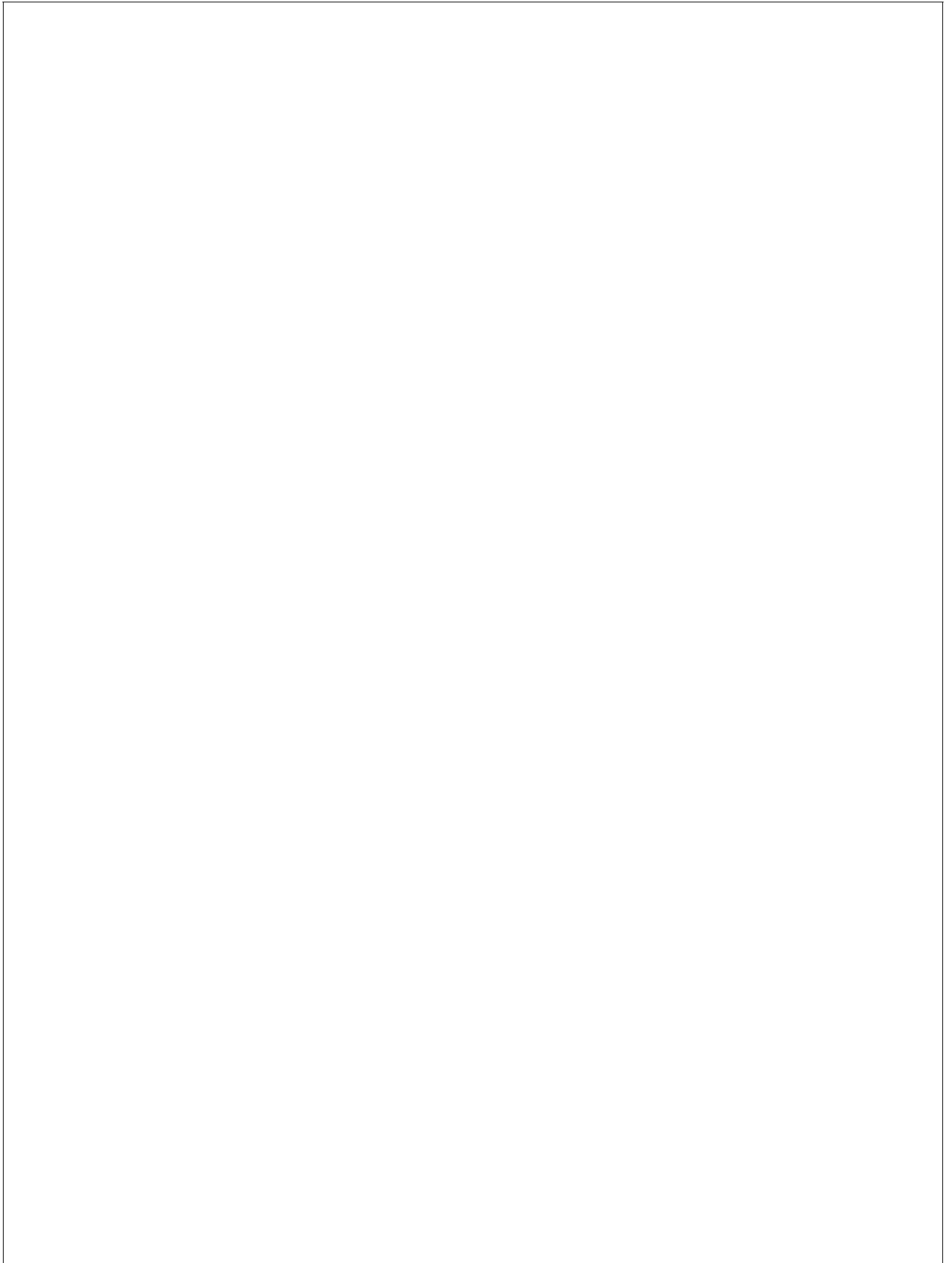
Recreational Residential: Provides appropriate areas for recreational residential developments & related services & activities. Certain retail and service activities which are in harmony with the intent of this chapter are allowed subject to controls and approvals.

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

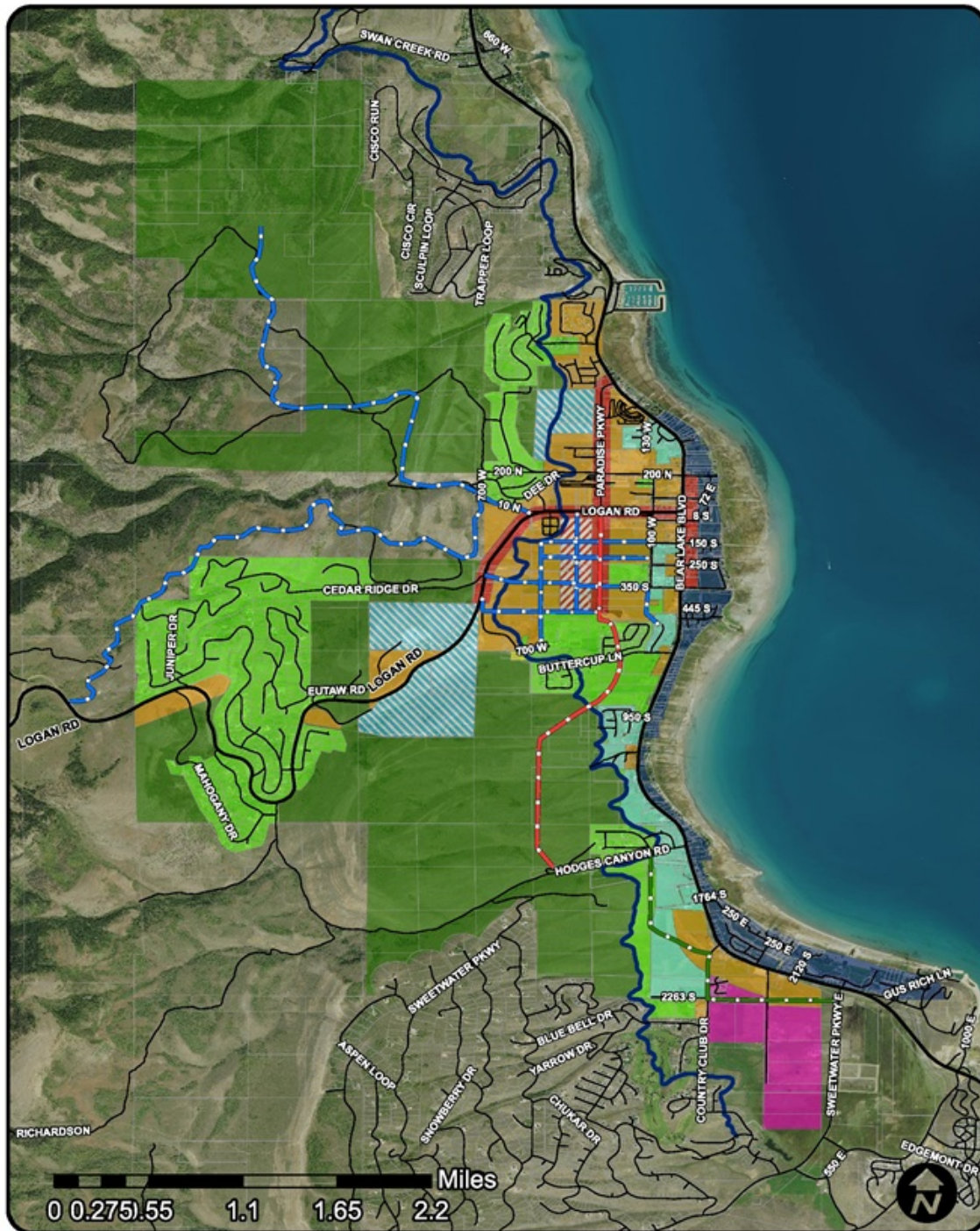
Commercial: Provides areas for retail & service activities in locations convenient to serve residents & is compatible with tourism & protects surrounding residential property.

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

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



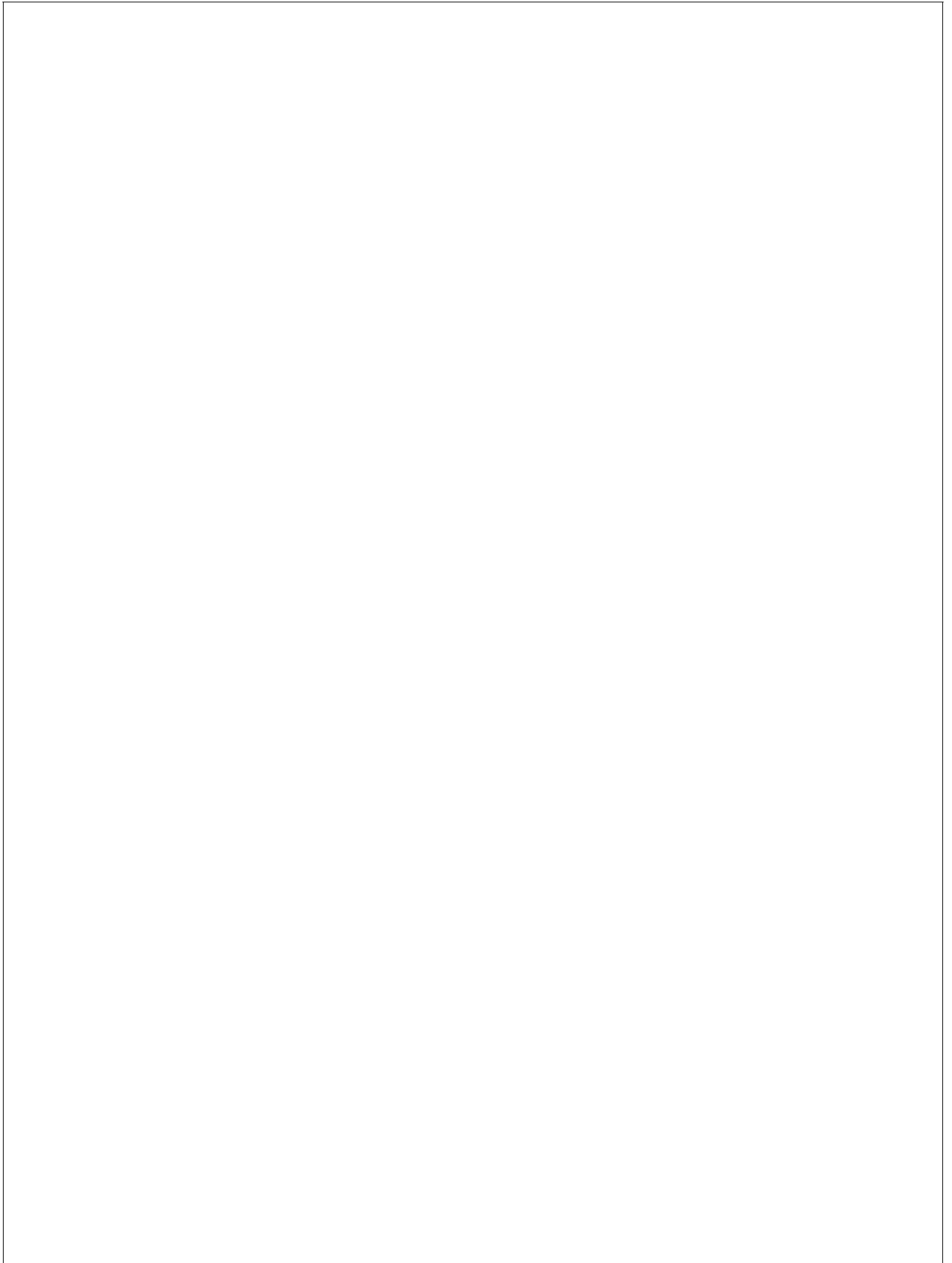
Existing Zoning



GARDEN CITY - FUTURE LAND USE & ZONING

Legend

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





Garden City General Plan Survey #2

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

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

- Full-time resident
- Second homeowner/seasonal resident

3. How should Garden City manage PUD/PRUDs?

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

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

Residential Estates/Agricultural (RE/AG)

Highway Commercial (HC)

Single Family Residential (R-1)

Beach Development (BD)

Multi-family Residential (MFR)

Hotel/Motel Zone (H/M)

Hillside Estates (HE)

Manufacturing Zone (M)

Commercial Zone (C)

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



Compatibility with underlying zone



Compatibility with existing/surrounding development



Traffic, including entrance and exit on to main roads



Dark Skies and impact on sensitive lands



Parking



Impact on infrastructure

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

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

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

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



Garden City General Plan Survey #2

Transportation

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

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

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



Designated pedestrian walkways



Buffers between travel lanes and pedestrian walkways



Lower speed limits



Designated crosswalks with traffic signals



Designated turn lanes



Designated on street parking areas

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

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

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

- Increased connectivity to beach area
- Increased parking capacity
- Improved playgrounds
- Other (please specify)
- Additional sports fields
- Pavilions and picnic tables
- Improved ADA (Americans with Disabilities Act) access

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

- Yes
- No

Comments:

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

- Improved directional and informational signage
- Water fountains
- Garbage and recycle bins
- Bathrooms
- Other (please specify)

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

- Yes
- No

Trailhead Location



Garden City General Plan Survey #2

Economic Development and Tourism

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

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

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

Comments

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

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

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

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

Comments

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

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

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

Name	<input type="text"/>
Address	<input type="text"/>
City/Town	<input type="text"/>
State/Province	<input type="text"/>
ZIP/Postal Code	<input type="text"/>
Email Address	<input type="text"/>