



FRANCIS TOWN

GENERAL PLAN

2008 TO 2013

Acknowledgments

Francis Town

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EXECUTIVE SUMMARY

INTRODUCTION

The General Plan is intended as a guide for the look, feel and layout of Francis Town. The Plan encourages economic growth without adversely impacting the overall character of the community. As a guide, it is important that the recommendations contained in this document are followed by the policy and decision-making organizations since land use decisions are made on a case by case basis and each decision relates to our community's goals, objectives, and guidelines, as well as impacting adjoining properties.

Long-range stability requires a continuous effort by the Town, property owners, and residents to maintain and improve all elements of the Town. The Town must assume responsibility for maintaining the public infrastructure, such as streets, water and sewer lines. Residents and business owners must assume responsibility for maintaining private property. Property maintenance is a significant factor in evaluating the quality and desirability of a community. Zoning regulations, infrastructure improvements, etc. can only support private property owners' maintenance responsibilities.

The Francis Town General Plan was first written in 2002, as a joint project between Mountainlands Association of Governments, the Francis Town Council and Planning Commission and the residents of Francis Town. This updated version was prepared in the Fall of 2007 by Town staff.

The General Plan contains eight main elements, including:

1. Community Vision element
2. Land Use Element
3. Circulation Element
4. Public Facilities element
5. Housing Element, including an affordable housing component
6. Economic Element
7. Environmental Element
8. Implementation Element

IMPLEMENTATION

The Plan is the development guide for Francis Town. The Planning Commission should review the Plan prior to making any decisions relating to physical development. It is the responsibility of public officials to uphold the integrity of the General Plan and it is necessary for them to adopt the policies and procedures of the plan and support administrative officials in their duties as they carry out the plan.

As better solutions to problems become known, or as changes and unforeseen conditions arise, corresponding changes should be made in the Plan. However, what may appear to be a better solution to one problem, may call for other changes to be made which, in total, become unacceptable. Changes should, therefore, be made in the Plan only after the total effects have been taken into account.

GENERAL PLAN REVIEW

The General Plan shall be reviewed every five (5) years or as determined by the Planning Commission or the Town Council.

INTRODUCTION

This General Plan is a result of a cooperative effort to develop a vision for the Town. Like most cities in Summit County, Francis has enjoyed an unprecedented period of growth for the last several years, and, in all likelihood, the Town will continue to grow as a result of both natural increase and in-migration. If future growth is well guided, Francis Town will preserve and enhance its country charm and develop a sound tax base all the while making the Town a better place to live, work and visit.

Major efforts to create the Plan began in the early part of 1998. Mayor Michael Cummings contacted the Regional Planning Department of Mountainland Association of Governments (MAG), and asked for technical planning assistance through MAG's Circuit Rider Planner Program. The process included a community survey which asked numerous questions about housing, travel habits, home ownership, services desired and other aspects of community life. The results of the survey were formulated into goals and policies for the community. MAG staff conducted a community visioning session with the Planning Commission and Town Council and then combined the results of the session with previously formulated goals and policies to create this General Plan.

LEGISLATIVE AUTHORITY

The Town of Francis in accordance with, Title 10 *Cities and Towns*, Chapter 9 *Municipal Land Use Development and Management*, Part 3 *General Plan*, of the *Utah Code Annotated*, has legally prepared and adopted the following General Plan for Francis.

IMPLEMENTATION

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

HISTORY OF FRANCIS TOWN

Francis is located two miles South of Kamas City and was originally settled in 1865 by members of the Eskelson family. It is believed that except for a few springs, there was no water available for irrigation. In 1865, on the Tommy Davis homestead, a well was dug 110 feet deep but never hit water. The South Kamas Irrigation Company was organized and the first canal constructed. Irrigation water started to flow on the bench from the Provo River on August 7, 1873.

In addition to sheep and cattle ranching, logging was a major source of income and several sawmills were located in the foothills east of town. A creamery also flourished and the butter was marketed in Park City and Salt Lake City. The first school was held in one room of John Richardson's home and in 1888-1889 school was held in a small log cabin north of the Francis Corner. The first school house was built in 1892, on land donated by the Eskelsons. (Summit County Historical Society) The Utah Daughters of the Pioneers has a cabin in Francis, located on State Road 32.

By the time Grover Cleveland's administration came to an end, most of Francis had been homesteaded. On November 11, 1899 Francis M. Lyman, a member of the LDS Church Council of Twelve Apostles, was sent to the area from Salt Lake City to organize a ward of the LDS Church. The ward was named Francis after Brother Lyman.

Francis Town was incorporated in December, 1939. Construction of the Jordanelle Dam and reservoir, upgraded roads, and the housing boom in Summit County has all contributed to the community's growth. Population today is estimated at roughly 950.

DEMOGRAPHICS

According to the U.S. Census the population in Francis was 381 in 1990. The 2000 Census found the population to be 698 and it is forecast to be 950 by 2008. Current growth rates suggest that Francis is growing at just over 6.2% per annum. Total build out population forecasts for Francis, based on current zoning, show a maximum population of about 3,000 to 4,500.

THE GENERAL PLAN OVERVIEW

The General Plan has eight main elements. It includes:

1. A Community Vision Element. The Community Vision sets the tone for the Plan by establishing what the community envisions as the future of Francis. The community's strengths, opportunities and goals are spelled out in this element.
2. A Land Use Element. The Land Use Element is an attempt to organize and guide future development in the Town. This element will assist leaders in providing efficient and cost effective public services, preserving open areas and important historical areas, locate parks and trails, and ensure an appropriate mix of housing styles and commercial opportunities.
3. A Circulation or Transportation Element. The Circulation Element is vital to the development of our community. Roads must be designed to handle future capacity while preserving the rural atmosphere of the Town.
4. A Public Facilities Element. Planning for future capital expenditures is the key component of the Public Facilities Element. It provides the citizens, developers, and land owners information about the timing and funding for infrastructure investments of the Town. This element is also necessary for the imposition and collection of impact fees used to provide infrastructure to new developments in the community.
5. A Housing Element including a Moderate Income Housing Element, required by Utah State Law (UCA 10-9-307), the housing element, among other things, estimates the supply and need for moderate income housing. The element also includes a survey of total residential zoning; an evaluation of how existing zoning densities affect opportunities for moderate income housing; and a description of Francis's program to encourage an adequate supply of moderate income housing.
6. An Economic Element. This element contains information regarding existing commerce and industry in Francis. The element also identifies standards and opportunities for economic growth.

7. An Environmental Element. The Environmental Element addresses the reclamation, protection, conservation, development and use of natural resources as well as the identification of environmentally sensitive or hazardous areas.
8. An Implementation Element. The Implementation Element identifies ways that the General Plan may be implemented.

Mission Statement

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

COMMUNITY VISION

The most important part of the Francis general planning process is the Community Vision Statement and community goals, objectives and policies that indicate what direction the community would like to take for the future and to provide a framework for specific recommendations regarding the General Plan. To aid in the formulation of the Community Vision Statement, goals, objectives and policies the Francis Town Council distributed a community survey to all households in the Town in 2002. The results of the survey and a community visioning session with the Planning Commission and Town Council were incorporated into this General Plan.

THE COMMUNITY VISION OF FRANCIS IS:

To provide an organized, well-maintained, peaceful community, that enhances the historic and rural atmosphere of the community, while preserving our agricultural heritage.

The Goals of the Community Vision element are:

Goal 1 To provide an organized, well-maintained, peaceful community.

- | | |
|----------|--|
| Policy 1 | Channel future growth and development into areas that can be efficiently and effectively served by public infrastructure and facilities. |
| Policy 2 | Set an example for the community by assuring that all Town or publicly owned property is well maintained. |
| Policy 3 | Encourage property owners to keep their property clean and free of weeds and debris. |
| Policy 4 | Encourage managed growth and well planned developments within the Town. |

Policy 5 Encourage commercial projects to locate in proposed commercial areas.

Policy 6 Development should be permitted only to the degree that the Town has capacity to provide the necessary public services.

Goal 2 To enhance the historical and rural atmosphere of Francis.

Policy 1 Development should be managed to preserve property with productive agricultural value, and where incompatible uses occur, they should be mitigated through buffers and additional conditions.

Policy 2 Encourage the preservation of existing agricultural uses and maintain zoning regulations which facilitate the ownership of animals for recreation and family food production.

Policy 3 Encourage the preservation of the Daughters of Utah Pioneer's Home, the historic cemetery and the Mitchell Home (on the southwest corner of S.R. 32. & S.R. 35) as well as historic markers throughout the community.

Policy 4 Support and encourage obtaining grants and funding for the preservation on historic properties.

Policy 5 Work with the Summit County Historical Society to identify further historical sites to be preserved and maintained.

Policy 6 Encourage rural and country themes in architecture and site design

Goal 3 To provide a tourism gateway to the Wolf Creek Canyon, the Uinta National Forest and Jordanelle State Park.

Policy 1 Allow for tourism-related businesses that benefit the entire community on a year round basis.

Policy 2 Cooperate with the State and Federal Agencies in promoting Francis as a gateway community to these attractions.

Policy 3 Support and promote Jordanelle Reservoir and Rock Cliff State Park
as tourist destinations.

Land Use Element

Introduction

Francis was originally settled as an agricultural community and agriculture related land uses including ranching, grazing and timber and lumber industries remain a significant part of the community today.

Land Use Today

Today there are approximately 1,118 acres of land within the Town limits, of which 593 acres are zoned for residential purposes; 115 acres are zoned for commercial uses; 34 acres are zoned for the purpose of industrial activities; and 368 acres are for agricultural holding. Based on future and current populations, only about 25% of the available land within the Town has been developed to date.

Annexation Policy

1. Development should be encouraged to occur within the existing Town boundaries as a first priority.
2. Annexations may occur for commercial land uses as a second option.
3. Annexations for other types of land uses should only be approved based upon an over-whelming benefit to the community as a whole.

Land Use Categories

The Land Use element of the Francis General Plan encourages the orderly and efficient distribution of land uses in the Town. A full range and mix of land uses including an agricultural buffer, residential, commercial, and industrial areas are provided within the Town.

The intensities shown are based upon the gross acreage of development. Although the intensity of development in residential designations is defined by density ranges, the maximum densities indicated in each range are achievable with sound site planning. Proposed developments should be in substantial harmony with the General Plan.

Land Use Guidelines

The following land use guidelines shall apply Town-wide.

- Guideline 1 The identity of Francis should be strengthened by land uses which contribute to the unique character of the community.
- Guideline 2 The relationship of planned land uses should reflect consideration of existing development, historic preservation, environmental conditions, service and transportation needs, and fiscal impacts.
- Guideline 3 Developed areas should be protected and revitalized by promoting new development and the adaptive reuse of existing community resources.
- Guideline 4 The Land Use Plan should provide for a full range and mix of land uses including residential, commercial, industrial, and special use areas.
- Guideline 5 A variety of quality housing types should be provided where appropriate, and innovative development patterns and building methods that will result in more affordable housing should be encouraged.
- Guideline 6 Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available.

- Guideline 7 Growth should be guided to locations contiguous to existing development or on in-fill properties to provide Town services and transportation in a cost-effective and efficient manner.
- Guideline 8 Development approval, throughout the community should be tied to the construction of primary culinary water, sewer, storm drainage, and circulation systems.
- Guideline 9 Density increases should be considered only upon demonstration of adequate infrastructure, resource availability and benefit.
- Guideline 10 An interconnecting open space system which is accessible to the public should be provided including pedestrian linkages, recreational areas, natural areas, and drainage-ways.
- Guideline 11 Commercial and industrial uses should be highly accessible, clustered near the center of their service areas, and developed compatibly with the uses and character of surrounding districts.
- Guideline 12 Land use patterns should be encouraged that reduce travel distances for employment and essential services, limit pollution, allow for alternative modes of transportation, and conserve energy.
- Guideline 13 An appropriate location should be determined for sexually oriented businesses prior to an application for such a use in order to mitigate any harmful secondary effects of such businesses and to prevent crime, maintain property values, and preserve the quality of life within the community.

Residential Land Uses include a range of residential classifications including very-low and low density, moderate density, and high density development. Density is expressed in dwelling units per acre (DU/AC). Zoning regulations may allow a limited number of non-residential uses, such as places of worship, neighborhood parks, schools, home occupations, governmental buildings (except correctional facilities), etc. in residential areas. Special care should be taken to provide adequate transitions between various land uses. Condominium developments may be encouraged, but require conditional use approval.

AG-1 Residential - Very Low Density 1 DU/5 AC: This category provides areas on the outer fringe of Francis Town where residential uses may be harmoniously integrated with agricultural pursuits. This is also an area that does not lend itself easily to the distribution of public services such as sewer, water, and improved roads.

RA-1 Residential – Low Density 1DU/2 AC: This category provides for a rural lifestyle where homeowners are able to raise and maintain livestock with small barns and other outbuildings. It recognizes the equestrian nature of the Town and provides an appropriate zone for such activities

R-1 Residential 2 DU/AC: This category provides areas for the encouragement and promotion of an environment for family life by providing for the establishment of one-family detached dwellings on individual lots.

R-2 Residential This category provides for smaller lots which may be used for affordable housing. (Minimum lot size 10,000 sq. ft.)

RMF-1 Residential Multi Family. This category provides for multi family attached housing including condominiums, townhouses, apartments and duplexes. These projects require approval of the Planning Commission and Town Council to insure adequate design standards and open space are maintained.

The Goals of the Residential Land Use areas of Francis are:

Goal 1 To provide for residential areas in Francis that support and complement the unique historical and rural quality and character of the Town, and meet the existing needs of the community.

Policy 1 Avoid encroachments of land uses which would adversely impact residential areas, by creating increased traffic, noise, visual disharmony, etc., by providing adequate screening and buffering of any adjacent commercial or industrial development including parking and service areas.

- Policy 2 Encourage creative approaches to housing developments that maintain and protect natural resources and environmental features.
- Policy 3 Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods.
- Policy 4 Priority should be extended to existing agricultural uses including animal ownership, versus new residential developments.
- Policy 5 Encourage residential development that is complementary to the existing historic structures in the community.
- Policy 6 Flag lots may be allowed in established areas to provide access to landlocked parcels.

Goal 2 To promote and encourage high quality, well planned residential development with open spaces in the Town.

- Policy 1 Develop and implement standards and policies that promote attractive and well planned residential subdivisions in areas where there are existing public services.
- Policy 2 Develop and use a minor subdivision process to allow minor divisions in land, for residential purposes.
- Policy 3 Allow the development of cluster subdivision or other subdivisions which provide for open space and the use of Transfer of Development Rights (TDRs) to preserve existing open spaces.
- Policy 4 Enforce ordinances which require land owners to keep their property free of weeds, junk vehicles and equipment, unsightly buildings, trash and other debris.
- Policy 5 Discourage subdivision of land that results in areas of residential development too small or too isolated to be adequately, economically and conveniently served by Town services.

Commercial Land Uses The commercial areas provide appropriate locations where a combination of business, commercial, entertainment, and related activities may be established and maintained offering a variety of goods and services to the people who visit, live, and work in Francis. Commercial use areas should be located along major arterial streets for high visibility and traffic volumes.

Whenever commercial uses are adjacent to established or future residential areas, special care must be taken to ensure privacy and to protect personal property. Methods of protecting residential areas by providing transitions and buffers between residential and commercial areas include, but are not limited to: increased setbacks, landscaping, restricted land uses, diversion of traffic, controlled noise or light, height limitations, hours of operation and transitional land uses such as minor offices or high density residential uses.

C-1 General Commercial This category includes areas set aside primarily for the accommodation of retail commercial uses. This designation is generally located close to major arterial streets, providing convenient access for major traffic volumes without hazard and without traversing through residential areas. This designation should not be applied to internal areas of residential neighborhoods. This zone should be overlaid over existing residential areas along major rights-of-way, so that older homes may be converted to businesses which preserve the visual heritage and historic buildings along State Road 32. It should in no way force out the current residential uses along these streets, however new residential developments should be discouraged within the C-1 zone.

THE GOAL OF THE COMMERCIAL ZONE IS:

Goal 1 To encourage the establishment of a central business district with low impact businesses, which will enhance the Town's sales and property tax revenues and provide the highest quality goods and services for local residents.

Policy 1 Expand the range of retail and commercial goods and services available within the community.

Policy 2 Provide for adequate access, parking, traffic circulation, noise buffering, and other operational conditions within commercial areas.

- Policy 3 Improve the image and appearance of commercial corridors, especially along State Road 32.
- Policy 4 Carefully limit any negative impacts of commercial facilities on neighboring land-use areas, particularly residential development.
- Policy 5 Formulate thoughtful commercial site design and development standards, including guidelines for landscaping and signage, to express the desired overall image and identity as outlined in the Community Vision Statement.
- Policy 6 Encourage safe and convenient pedestrian access to shopping and service areas.
- Policy 7 Encourage commercial development that is complementary to the existing historical structures in the community by encouraging developers to work with the historic preservation committee.
- Policy 8 Develop a secondary commercial zone that will take advantage of tourist traffic and offer opportunity for the development of additional jobs for Francis residents.

Industrial Land Uses provide for employment and manufacture of materials which are essential to the economy of Francis. The purpose of the industrial zone is to provide locations where a combination of research and development, manufacturing, industrial processing and warehousing may be conducted.

Industrial This category is designated for areas where manufacturing firms can engage in processing, assembling, manufacturing, warehousing, and storage; and for incidental service facilities and public facilities to serve the manufacturing area. This designation is intended to encourage sound development, by providing and protecting an environment for such development, subject to regulations necessary to assure the orderly growth of the Town of Francis, and the protection of residential and commercial land uses from noise and other disturbances. Much of the property zoned for industrial development is suitable for transitional uses such as mining and construction related activities. Properties used for gravel mining will be highly suitable for industrial uses once the property is properly mined and reclaimed.

The goal of the industrial Zone is:

Goal 1 To promote quality businesses and environmentally clean industrial development which will provide a diversified economic base and will complement local retail, commercial, and industrial establishments in harmony with the community's overall rural and modern image and identity as reflected in the Community Vision Statement.

Policy 1 Promote the preparation of master planned areas to discourage small lot or piece-meal site development and encourage better access to properties.

Policy 2 Encourage high quality, aesthetically pleasing development of the industrial areas which should include incorporating major landscape features.

Policy 3 Identify those areas most appropriate for industrial development in future growth areas.

Policy 4 Establish and enforce standards with respect to noise, air quality, odor, visual and other forms of environmental concerns.

Policy 5 Provide space for manufacturing and processing uses within the Town in appropriate locations and discourage uses from locating within the industrial district which may thwart the use of the land for industrial purposes.

Policy 6 Encourage industries that broaden the tax base and improve the economic base of the community.

Policy 7 Discourage the undesirable mixture of incompatible commercial, industrial and residential uses.

Policy 8 Develop design standards and setback regulations which will enhance the gateway entrances to the Town. Such standards should require attractive landscaping which improves the Highway corridor. Building design should be aesthetically pleasing.

Policy 9 Develop standards for rehabilitation and mining of natural resources, which protect the residents of Francis Town and future economic development of industrial land.

SPECIAL USE AREAS

Special use areas include land use classifications that are distinct from the other three major groups. These uses include public and quasi-public uses.

In some cases the Town does not control the location of special uses, such as schools or major transmission lines, and the State and Federal Government can preempt local land use authority. However, the Town can work with other jurisdictions and agencies on decisions regarding land use. Any negative impacts, including visual impacts, should be mitigated

whenever possible.

SENSITIVE LANDS

The sensitive lands category is an overlay district where environmentally sensitive areas such as watersheds, wetlands, natural springs, aquifers, recharge zones, wildlife habitat, or steep slopes may be protected. The purpose of the district is to protect sensitive areas, to minimize soil and slope instability, erosion, downstream siltation and to preserve the character of the hillsides and the Provo River.

PUBLIC FACILITIES

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

Land Use Map

CIRCULATION ELEMENT

The Circulation Element of the Francis General Plan is designed to provide for the safe and efficient movement of people and goods in the Town. Included in the Circulation Element are the streets and trails in the Town.

Circulation policies impact both land use and transportation planning. Changes in one element, either the land use or circulation element, will undoubtedly create changes in the other element. Close consideration should be given to the effect that a change may lead to in either element and any studies required to make a change should address both elements.

The Town follows the 3-C (i.e. comprehensive, cooperative or coordinated, and continuing) land use and circulation planning process to ensure that plans and capital improvement programs accurately reflect the needs of the Town.

Introduction

In order to meet the mobility needs of future residents, employees and visitors, Francis Town must maintain, improve, and expand the existing transportation system. Movement in Francis Town should be a balance between the movement of goods and people with automobiles, pedestrian facilities, bicycles and other non-motorized means, while being sensitive to the built and natural environment.

All future expansions must be planned and designed to be within the fiscal capacity of the Town. These expansions must also maintain enough flexibility to evolve as needs and technology change. The location and design of any new facility should be integrated into the surrounding neighborhood and the community, protecting the character of the Town. New transportation facilities should be designed to provide maximum durability and minimize maintenance costs.

As new transportation facilities are planned or constructed within Francis Town they will be

reviewed for compatibility with the following key issues. In addition to addressing these issues, all new transportation facilities must satisfy the requirements found in the Subdivision Ordinance, Zoning Ordinance, Standards Document, and all other relevant laws and standards of Francis Town.

Appropriate transportation facilities should service development patterns. Retail and commercial areas should be convenient not only for automobiles, bicycles and pedestrians, but should also include design for ample off-street parking and unloading zones. Residential areas should have facilities designed with safety as the key concern rather than cost. Parks and other recreational areas should be well served by trails and other pedestrian modes of transportation along with automobiles and transit service.

In-fill development facilities should be constructed in a manner which strikes an appropriate balance between existing transportation facilities and those planned for future use. Generally, new facilities should enhance and improve the existing system and not add to any existing deficiency in the current transportation system.

Integration Into Neighborhoods

New transportation facilities should be designed to improve the mobility and circulation in existing neighborhoods. Smooth transitions, functional intersections, and safety will be given special consideration. All facilities should be completed in compatibility with the Master Street Plan and with future development patterns in mind so that development intended to use the same facilities will adequately handle the increased demand when approved.

Protection of Natural Environment

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

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

Enforcement of local, state and federal air quality methods including emissions testing, reducing vehicular trips, and promoting non-motorized means of travel and mass transit will aid in the reduction of air pollution.

Cuts and fills should be minimized to the extent possible without jeopardizing safety of the facility. All cuts and fills should be properly mitigated through the use of vegetation, retaining walls, decorative rip-rap, or other appropriate methods.

Drainage facilities should be designed on all new facilities which serve to filter out oils and other pollutants prior to their deposit into any water course. Sumps, grease traps and other means of cleaning run off pollutants should be included in all projects.

In addition to the concerns listed above, it is a goal of Francis Town to enhance the environment adjacent to facilities with an abundance of landscaping while limiting signs and other unnatural objects. Additionally, all transportation facilities should be kept in good repair.

Safety

Transportation facilities should enhance safety in the community. Circulation, simplicity, and maintenance should be addressed with safety in mind. The circulation system should provide each neighborhood with adequate access to police, fire and medical services. The transportation system should be designed so that visitors and other users unfamiliar with the Town can easily find their desired locations. All new and existing facilities should be properly maintained to minimize the possibility of accidents and injuries. Pedestrian facilities should be properly lighted to reduce the possibility of personal crimes, but without creating sources of unnecessary light pollution. Finally, proper signing should be placed throughout the community to control traffic and guide users.

Planning and Priority of Facilities

All major construction and maintenance of transportation facilities should be included in the Capital Facilities Program of Francis Town and planned to increase the effectiveness of each transportation dollar. This Element and the Master Street Plan should be regularly updated to reflect current development patterns, changes in transportation needs, and projected funding levels.

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

Maintenance Responsibilities

Some of the streets in Francis Town are under the jurisdiction of other public entities such as the State of Utah. It is a goal of the Town to enforce agreements for the ongoing maintenance of these facilities.

Transportation Corridors and Circulation

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

Road, Street and Non-Motorized Facility Classification

Each road, street and non-motorized facility in the community has been classified according to its intended use and capacity. Each of the following classifications represents a different type of roadway, street, or non-motorized facility and a short description of typical characteristics. The classifications represent a local definition and description and are not intended to reflect any County, State or Federal definitions. Developments should indicate all transportation facilities on Final Plats and assign each facility a proper classification for review purposes.

Arterial

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

to avoid overcrowding, and loading and unloading areas should not take place directly on the arterial road.

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

Major Collector

A major collector is a major roadway or street which typically serves the transportation needs of all the residents of Francis Town. Access should be limited where possible on major collector facilities in order to preserve traffic flow and promote safety. Subdivision lots should internally drain onto minor collector roads before merging with major collectors. Private driveways should be avoided on major collectors, and where needed special design features such as shared, circular or hammerhead driveways should be considered. Commercial projects located on major collectors should be planned to provide adequate parking, loading and unloading areas along with consideration of safety.

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

Minor Collector

A minor collector is the backbone of a local street pattern. Each subdivision should be designed with a minor collector which drains traffic from the subdivision and places it onto a major collector or arterial. Although minor collectors are meant to service mainly residential development, they also serve to provide transportation to residential support uses such as parks, churches and schools. Access is not limited on minor collectors but traffic flow and safety are important considerations.

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

Local Street

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

PEDESTRIAN ACCESS

Pedestrian access is a critical part of the local circulation system. Pedestrian facilities should blend into the system and be a key part of the transportation review of a proposed subdivision. Walkable access to schools and churches is highly desirable. Pedestrian access should link to other sidewalks, trails or paths to make all services in the community accessible.

All new developments must address pedestrian needs. The pedestrian facilities in each development will be installed, by the developer, in a manner agreeable to the Planning Commission and Town Council and compatible with the surrounding pedestrian system. Safety of pedestrians shall always be the primary concern of the Town in approving pedestrian facilities in a new development.

Trail or Path, Motorized

A motorized trail or path is a facility designed for motorized vehicles other than typical automobiles and trucks. Usually recreational in nature, a motorized trail or path will vary in size and materials on a case by case basis. Because these facilities are meant for motorized vehicles, their location in relation to residential uses should be considered.

Trail or Path, Non-Motorized

A non-motorized trail or path is a facility designed for use by pedestrians, bicyclists, horses and other non-motorized modes of transportation. Usually these facilities are a part of a Town wide non-motorized transportation system. The system is designed to provide non-motorized access to all areas of the community and linkages to local regional, state and national non-motorized facilities. Each facility may be different and should be incorporated into all new subdivision designs.

A detailed description of the location and construction standards for non-motorized trail facilities in Francis Town are found in the Non-Motorized Trails Master Plan. Funding for the non-motorized trails system will be a combination of development exactions, impact fees, capital expenditures by the Town, and any grants which the Town may receive.

FUNCTIONAL CLASS

Each road in the Town is assigned a functional class. The following chart represents a list of the current transportation facilities in Francis Town along with the functional class and the adopted minimum level of service.

Name of Facility	Functional Class	Adopted Level of Service ¹
State Road 32	Arterial	B or Better
State Road 35	Arterial	B or Better
Foothill Road	Minor Collector	B or Better
Hill Top Road /Hallam Road	Minor Collector	B or Better
1000 East	Minor Collector	B or Better
Spring Hollow Road	Minor Collector	B or Better
Gines Lane	Minor Collector	B or Better
All Other Facilities	Local Street	B

¹See Table 2, page 3.10 for explanation of Level of Service

RIGHT-OF WAY PROTECTION AND ACQUISITION

Francis Town is a growing community surrounded by undeveloped land. As the community continues to expand, new transportation facilities will need to be constructed in order to maintain an efficient and effective motorized and non-motorized transportation system. Development approval without considering long term effects will prove costly to the community. The Master Street Plan should be reviewed prior to any development approval, including issuance of a Building Permit.

The Master Street Plan should also identify future transportation corridors and determine the functional class of each facility. The Town can then effectively plan for the preservation or acquisition of critical transportation corridors. Once identified, the Town can use a number of methods for the future financing and construction of the facilities including exactions, impact fees, capital improvements programming, and cooperation with other appropriate government entities such as the Utah Department of Transportation and Summit County.

ROADWAY, STREET AND NON-MOTORIZED NETWORK

Each roadway, street and non-motorized transportation facility functions as a part of a larger network designed to create a logical and safe pattern for moving goods and people through the community. Each segment, or facility, in the network is highly dependent on many other segments. For this reason, it is important to review each development proposal and facility proposal from a larger point of view. As each new facility is planned or constructed, the Town should consider how the facility will affect the transportation and circulation system as a whole. If the proposed new facility will have a negative impact on the system as a whole, the applicant will be required to address the impact by upgrading existing facilities to meet new demand.

LEVELS OF SERVICE

In order to determine when a transportation facility has reached its intended capacity and should be expanded or a new facility should be constructed, the Town has adopted a level of service for the functional class of each facility in the community. The following chart describes these levels of service.

Table 2

Levels of Service Descriptions

Level of Service	Traffic Flow	Service Description
A	Free Flow	Posted speeds attainable with very little or no interference between vehicles.
B	Stable Flow	Posted speeds attainable with minor amounts of delay and interference. Smooth traffic flow.
C	Less Stable Flow	Posted speeds attainable with periods of delay during peak hours. Congested flow during peak periods of traffic.
D	Approaching Unstable Flow	Posted speeds not attainable during peak periods of traffic. Significant congestion during peak periods of traffic.
E	Unstable Flow	Posted speeds not attainable during peak periods of traffic. Intersection failure and heavy congestions in peak periods.
F	Forced Flow	Heavy congestion even during non peak periods of traffic. Intersection failure most of the time.

Table 3 represents adopted levels of service for each transportation functional class in Francis Town. When a facility reaches the level of service, it is an indication that the facility should be improved or expanded, or a new facility should be constructed which will alleviate pressure on the facility.

Table 3

Francis Town Transportation Acceptable Adopted Levels of Service

Facility Functional Class	Adopted Acceptable Level of Service
Local Street	Level of Service A and B
Minor Collector	Level of Service A through C
Major Collector	Level of Service A through C
Arterial	Level of Service A through D

Regionally Significant Facility	Level of Service A through D
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In the instance that a facility exceeds the adopted level of service, a detailed analysis must be completed to determine a proper solution. In some cases additional traffic lanes may be necessary. In other instances addition of a two way left turn lane, right hand turn lane, re-striping or other design features may adequately bring the facility back into compliance with the adopted level of service.

When a facility owned and maintained by another entity (i.e. UDOT) fails to meet the adopted level of service, Francis Town will contact the appropriate entity in order to explain why the facility fails to meet the adopted standard and the negative impact it will have on the transportation system.

CIRCULATION PLAN GUIDELINES

The primary purpose of the circulation plan is to balance future demands generated by the Land Use Element with future roadway improvements, thereby developing a long-range circulation system plan which would efficiently support future land development.

The recommendations included in this study represent street capital improvements that could ultimately be needed if Francis's entire planning area is fully developed according to the Land Use Plan. It is important to emphasize that the results do not necessarily suggest needs in the next five, ten, or even twenty years. Also, inherent in a long-range projection is the potential for variation due to unforeseen economic, political, social, and technological changes.

Appropriate use of Francis' long-range circulation plan should be to:

1. Secure right-of-way prior to or concurrent with land development and/or annexation.
2. Determine if outlying potential development could degrade existing streets, and consider actions to limit or concentrate future land-use densities, if required.
3. Anticipate long-range financial demands and search for additional methods of street improvement funding.
6. **Verify that a comprehensive transportation process has been completed as is often required when applying for federal or state transportation funds.**

Thus, recommendations of the long-range circulation plan should be noted, but actual improvements would be tied to future growth.

GOAL OF THE CIRCULATION PLAN ARE:

Goal 1 To have a balanced circulation system which provides for safe and efficient movement of vehicles and pedestrians, which reinforces surrounding land development patterns, and enhances regional circulation facilities.

- Policy 1 Coordinate land-use and circulation planning to maximize the land development opportunities created by major transportation routes within and around Francis.
- Policy 2 Protect arterial streets from encroachment resulting from improper access to adjacent land-uses.
- Policy 3 Design an adequate thoroughfare system within future growth areas and designate sufficient rights-of-way prior to land development or through the plan approval process.
- Policy 4 Ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers.
- Policy 5 Minimize localized traffic congestion and operational problems.
- Policy 6 Ensure that all roadways in the community have properly designed surfaces and drainage facilities.
- Policy 7 Improve the overall design and appearance of roadways within the community.
- Policy 8 Ensure that circulation facilities are designed and developed in harmony with the natural environment and adjacent land uses.

- Policy 9 Minimize non-local and commercial traffic within residential neighborhoods.
- Policy 10 Ensure the provision of adequate off-street parking facilities for all land uses.
- Policy 11 Provide for safe and convenient bicycle and pedestrian movement.
- Policy 12 Cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Francis, and between Francis and other nearby destinations.
- Policy 13 Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.
- Policy 14 Ensure that the Town retains overall control over the design and location of the major street system within future growth areas.
- Policy 15 Provide for the safe and efficient movement of trucks and service vehicles within the community in a manner that does not adversely affect nearby land-uses, including but not limited to weight restrictions and signage.
- Policy 16 Pedestrian signals shall be provided only at vehicular signal locations. Crosswalks will be restricted to intersections.
- Policy 17 Street lighting shall be consistent with the intensity of adjacent land uses, aesthetics, and the need for public safety.
- Policy 18 Streets in developing areas should provide for the free flow of traffic when the construction is complete.
- Policy 19 Existing streets should be upgraded to minimize congestion. Where congestion can be attributed to new construction or

expanded uses, needed improvements should be the responsibility of the developer.

- Policy 20 Street classification should be determined by projected traffic volumes, desired operation speeds, projected traffic types, projected construction phasing , and location.
- Policy 21 Intersections should be located at intervals which maximize street capacities, and provide necessary access. Warranted traffic signals should be installed as needed.
- Policy 22 Policies concerning parking facilities are included in the Town=s Zoning Ordinance.
- Policy 23 Francis follows the Mountainland Association of Governments= Transportation Planning Policy.
- Policy 24 Private development participates in major street system improvements through street impact fees, dedication of land, and construction of facilities.
- Policy 25 New streets need not be organized to follow the existing grid system, but may use traffic calming designs while still providing for adequate access and traffic flow.
- Policy 26 Existing Livestock trails should be maintained wherever feasible.
- Policy 27 A recreational path should be developed along the Provo River Users Canal.
- Policy 28 Adoption of a Master Streets Plan which provides guidance for dedications of right-of-way when annexation or development is proposed.
- Policy 29 Street design and construction standards should be updated regularly.

Policy 30 **Subdivisions which access collector roads should be required to construct deceleration and acceleration lanes.**

Circulation Map

HOUSING ELEMENT

Francis Town must provide a variety of housing types to meet the needs of its diverse population. The range should include preservation of existing farm and ranch dwellings, allowing for homes on equestrian facilities, various options for single family housing in a variety of price ranges and lot sizes, as well as multi-family housing. To a large degree the Zoning Ordinance will dictate the lot sizes and optimal locations for types of housing, however the Town should take great care to insure that the total variety allowed by the General Plan are included.

While policies and goals for the Housing Element are contained within the Land Use Element of the General Plan, the following policies must also be considered.

- Policy 1 Provide for a wide variety of housing options for residents of Francis Town.

- Policy 2 Insure that housing stock is maintained in a safe and pleasing manner.

- Policy 3 Insure that housing densities are located in appropriate areas, so that multifamily housing is adjacent to major roads, while farm and equestrian housing are located on the outskirts of the Town.

- Policy 4 Insure buffers between homes and non-residential uses are maintained.

MODERATE INCOME HOUSING ELEMENT

In 1996, the Utah State Legislature adopted 10-9-307 of the Utah Code dealing with Plans for Moderate Income Housing. This section of the code requires that every municipality adopt a plan for moderate income housing within the community. The plan must address the following five issues: 1) an estimate of the existing supply of moderate income housing located within the municipality; 2) an estimate of the need for moderate income housing in the municipality for the next five years as revised annually; 3) a survey of total residential zoning; 4) an evaluation of how existing zoning densities affect opportunities for moderate income housing; and 5) a description of the municipality's program to encourage an adequate supply of moderate income housing.

Moderate income housing as defined by the Utah State Code 10-9-307 (2) (a) is: A...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area for households of the same size.

The 2007 moderate income level for Summit County for a family of four is \$60,000. The Summit County moderate income level is recommended by the State to be used by Francis in determining whether or not housing is affordable. However, using the Summit County income figures skews actual income levels in Francis toward higher household incomes, due to the affluence of residents of Park City. To have a more realistic picture of income levels Francis Town officials chose to use income data from the Town-wide survey administered as part of this General Plan in 1999. Data from the Low and Moderate Income (LMI) Survey conducted by the Town in 1999 produced results that suggest 70.9% of the population in the community were at or below the moderate income levels for their family size. The moderate income level based on the best available data from the Town-wide survey was \$43, 750 for a family of four based on the 1999 figures. Francis Town is preparing to conduct a new population survey in 2008, and the figures will be updated at that point.

Estimate of Existing Supply

According to the Utah State Affordable Housing Model, Francis currently has a one unit deficit for households making 80% of the Metropolitan Statistical Area Median Income (MSAMI). Also according to the model the City has a deficit of two units for those making 50% of the MSAMI, while the City has a deficit of 18 units for those making 30% of the MSAMI.

Estimate of the Need for Moderate Income Housing in Francis for the Next Five Years

The majority of the need for moderate income housing within Francis will be to house existing residents and more particularly their children as they grow up and move out of their parent's home.

According to the Utah State Affordable Housing Model, population growth in Francis between 2000 and 2004 created a demand for 7 units available to moderate income families

(i.e. 80% MSAMI). The demand at the 50% MSAMI level was -2 units and -3 units were needed for those making 30% of the MSAMI.

Based on the model, Francis has a deficit of affordable housing for moderate income families. The net need, current supply plus future demand, for moderate income families is a need of eight units or two units a year for the next five years. The net need for those in the 50% category is three units or one unit per year for the next five years, while those in the 30% group need a net unit total of 21 units or four units a year for the next five years.

Options for Meeting the Affordable Housing Needs

The Francis Town Planning Commission and Council hold the keys to providing housing opportunities for persons of moderate income through zoning regulations.. By zoning land appropriately for higher densities, working cooperatively with State and County Agencies and/or by providing incentives to private developers Francis Town can assure affordable housing to its citizenry. To this end, the General Plan and Development Code have been modified to include Residential Multi-Family Zoning, smaller lots to allow for affordable housing, and a provision in the Code for condominiums.

Francis Program to Encourage Moderate Income Housing

In addition to adding Zoning Districts for multifamily housing and smaller lots for affordable housing, The Francis Town Planning Commission is exploring the possibility of requiring that all developments with more than 30 units include deed restrictions on 10% of the units to insure that they are and will remain affordable to 80% of the median income. In addition, Francis will encourage developers to work with organizations such as Mountainlands Community Housing to manage these units.

Other methods for achieving moderate income housing goals that have been adopted include allowing for accessory apartments as a conditional use in residential zones. Accessory apartments must be owned by the occupants of the main dwelling and may not be larger in size than the main dwelling.

The Town shall investigate the possibility of developing property for the purpose of multi-

family housing when feasible in a specific location. All multi-family housing projects will require approval through the conditional use process.

PUBLIC FACILITIES ELEMENT

Public facilities represent the public's investment in the development of the complex, urban infrastructure that is necessary to support the physical operation of the Town. The Public Facilities Element is a plan for municipal utilities, public structures, properties, and measures required to meet the needs of the community. It is an important part of the General Plan, and must be reviewed and updated within the context of all other plan elements and against the broader context of changing economic, social, and political standards of the Town.

Francis's investments in public facilities are designed to respond to the identified needs of both the existing population and projected population growth.

The annual capital budget provides for financing the construction of immediate projects for the current fiscal year; the 5-Year Capital Improvements Plan sets priorities for establishing and financing projects during the five (5) succeeding fiscal years; and the Public Facilities Element of the General Plan presents a longer term, more comprehensive view that addresses the existing infrastructure of the community and addresses projected needs over the next 30-50 years.

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

Each year, the Mayor compiles a Capital Budget to be approved by the Town Council for incorporation in the Town's spending program for the coming fiscal year. Concurrently, the 5-Year Capital Improvements Plan (CIP) is reviewed and updated by dropping the prior fiscal year and adding a new fifth year. Each updated CIP incorporates the changes that have been determined as necessary to satisfy the most current capital investment needs of the community.

The interlinked features of the Public Facilities Element, Capital Improvements Plan, and Capital Budget provide a broad perspective of the existing and planned infrastructure of the

community. This enables decision makers in the public and private sector to anticipate and prepare for future development.

The plans in this document are based upon standards and levels of service necessary to meet the needs of Francis's population as projected by the State of Utah, Governor's Office of Planning and Budget for year 2010. Projected locations of facilities shown in this Public Facilities Element are generalized rather than site specific. Future development plans will determine the final timing and location of facilities.

The goal for community facilities and services is:

Goal 1 Insure a system of community facilities which provides for the efficient and effective delivery of high quality public services to Francis residents and businesses.

- | | |
|----------|--|
| Policy 1 | Provide effective police protection within the Town. |
| Policy 2 | Provide effective fire protection and emergency medical services within the Town. |
| Policy 3 | Encourage the continued excellence of educational service within the Town. |
| Policy 4 | Cooperate with the South Summit School District in the selection of appropriate sites for new school facilities. |
| Policy 5 | Encourage the provision of access to quality library services within the community. |
| Policy 6 | Ensure adequate public water supply and distribution systems to serve the needs of the Town. |
| Policy 7 | Ensure an adequate sanitary sewer system to serve the needs of the Town. |
| Policy 8 | Develop an adequate storm drain plan. |

- Policy 9 Ensure that development provides for all of the required utilities to serve its needs.
- Policy 10 Maintain a high level of refuse collection services within the Town, encourage recycling as may be available and help stimulate recycling by using recycled supplies as much as possible.
- Policy 11 Provide and maintain adequate sites and facilities for all Town departments.
- Policy 12 Ensure that all public sites and buildings are attractive and well-maintained, and that corrective maintenance is undertaken as required.
- Policy 13 Promote special facilities and services oriented toward the needs and desires of special needs groups, like senior citizens, within the community.
- Policy 14 Seek new sources of revenue to be utilized in the continued provision of governmental services.
- Policy 15 Acquire and otherwise preserve sites for future community facilities within growth areas prior to new development.
- Policy 16 Cooperate with nearby communities, other governmental agencies, and public and private agencies to improve and expand the range and quality of public services and facilities available to Francis residents.
- Policy 17 Seek funding sources for the construction of a secondary pressurized irrigation system, in order to use irrigation water more effectively as well as eliminate the need to use culinary water for household landscaping.
- Policy 18 Ensure that park and road impact fees are regularly reviewed so that new development pays for itself for any new infrastructure that may be necessary.
- Policy 19 Implement a Capital Improvement Plan.

Policy 20 Encourage new developments to provide playground areas within the subdivision of greater than 10 lots for the residents use through the use of bonus density or impact fee reduction.

Policy 21 Require new developments to provide sufficient easements for utilities.

Culinary Water Resources

Francis Town has three sources of culinary water. They as follows:

Woodland Spring (Wolf Creek)

Woodland Well

Francis Town Well

Culinary Water System Plan Guidelines

Guideline 1 The Francis Municipal Water System provides for the safe and efficient delivery of water to the community.

Guideline 2 The Town of Francis provides for and controls major production, storage, and distribution facilities within its water service area.

Guideline 3 The Town of Francis encourages water conservation through demand reduction and water reuse programs.

Guideline 4 Water and energy conservation measures should be incorporated in the planning, design, and operation of the system.

Guideline 5 Private development participates in improvements to the major system through water development impact fees, construction of selected facilities, and the provision of additional resources.

Guideline 6 Private development should provide all internal distribution facilities and water shares necessary to serve individual projects.

- Guideline 7 Development should be contingent upon available resources, infrastructure, and the transfer of wet water rights to the Town's source based upon the development's annual water demand.
- Guideline 8 In general, water distribution facilities should not be extended into undeveloped areas unless assurances have been made for the development of a municipal sewer system to recapture effluent.
- Guideline 9 Specific preliminary approval for each phase of a development proposal outside the Town's service area should be contingent upon the demonstration of an assured water supply.
- Guideline 10 All distribution systems within the Town service area and Town limits should be designed to be interconnected for emergency use and greater system reliability.
- Guideline 11 Private water improvements should be constructed to all applicable Town standards and specifications.
- Guideline 12 The location and capacities of future reservoirs, water lines, and pumping stations should be guided by the Town's current Culinary Water Master Plan and other considerations, such as the disruption of the natural environment.
- Guideline 13 Water pressure zones indicated on the Water Master Plan represent areas in the water distribution system where acceptable pressures can be maintained at different elevations of the system.

Culinary Water Map

Sewage

Francis is responsible for the treatment of sewage at a facility to the northwest of the Town in unincorporated Summit County. The majority of the community is served by a public sewer which was completed in 1984. The facility currently has a capacity of 93,000 gallons per day. The facility processes close to 80,000 gallons per day. Francis is currently in the process of expanding the system and is exploring the possibility of converting to a mechanical system.

Sewer System Plan Guidelines

- Guideline 1 The Town of Francis provides for and controls the major sewer facilities for the Town and sewage is treated at a facility owned by the Town outside the incorporated boundary of Francis.
- Guideline 2 The municipal sewer system provides for the safe and efficient collection, treatment, reclamation, and reuse of wastewater generated within the community.
- Guideline 3 Private development participates in improvements to the major system through sewer development impact fees, construction of selected facilities, and by providing additional resources.
- Guideline 4 Private development provides all internal collection facilities necessary to serve individual projects.
- Guideline 5 Development projects should connect to the municipal sewer system.
- Guideline 6 Private sewer system improvements shall be constructed to all applicable Town standards and specifications.
- Guideline 7 Existing septic systems within the Town boundary shall be required to convert to the Town sewer service, when sewer lines are extended to within 150 feet of property line.
- Guideline 8 Developments which exceed a density of one home per 5 acres should be required to extend sanitary sewer system prior to development approval.

SEWER MAP

STORM DRAINAGE/FLOOD CONTROL

STORM DRAINAGE/FLOOD CONTROL PLAN GUIDELINES

- Guideline 1 The Town of Francis should plan for and control future major storm drainage and flood control facilities within its boundaries.
- Guideline 2 The plans for future municipal storm drainage and flood control system should provide for the safe and efficient collection of storm water generated within the community.
- Guideline 3 Private development participates in improvements to the major system through storm drainage and flood control development impact fees, construction of selected facilities, and by providing additional resources.
- Guideline 4 Private development provides all internal collection facilities necessary to serve individual projects.
- Guideline 5 Development projects should plan for a future storm drainage and flood control system.
- Guideline 6 To the extent possible, drainage from new development should be less than the site 's natural condition, and shall be contained on site.
- Guideline 7 Washes should be retained in their natural condition unless storm water management facilities have been designated. Washes may be used for open space, trails, and recreational facilities as long as the natural drainage properties are retained.
- Guideline 8 Private storm drainage system improvements should be constructed to all applicable Town standards and specifications.

TOWN BUILDINGS & PROPERTY

TOWN BUILDINGS PLAN GUIDELINES

- Guideline 1 Town service facilities should be provided to efficiently meet the administrative, public safety, maintenance, and cultural needs of the community.
- Guideline 2 The Town Hall should be the primary focus for community activities and Town administrative services.
- Guideline 3 Private development participates in the development of Public facilities through Public capital facilities impact fees.
- Guideline 4 Town facilities, especially those that citizens need to visit on a regular basis, should be grouped wherever possible.
- Guideline 5 The design of Town facilities should incorporate water and energy conservation measures and meet ADA accessibility requirements.

Electrical Service

The Town has received power from Rocky Mountain Power (Utah Power and Light) since the Town was incorporated.

ELECTRICAL SERVICE PLAN GUIDELINES

- Guideline 1 All of Francis Town is served by Rocky Mountain Power..**
- Guideline 2 The visual impact of existing and proposed electrical transmission facilities should be minimized.
- Guideline 3 All new electrical distribution and service lines carrying less than 69 kV should be underground.
- Guideline 4 The Town of Francis encourages the under-grounding of all existing 69 kV and smaller electrical lines.

Guideline 5 Major electrical transmission lines should parallel existing transmission lines whenever feasible.

Guideline 6 The Town of Francis encourages open space along transmission line corridors.

PARKS, RECREATION, AND TRAILS

Francis Town Parks comprise approximately 5 acres of developed park land. This developed area includes, lawn areas with sprinkling system improvements, baseball diamonds, pavilions and rodeo grounds.

The Town should plan for 1.57 acres of parks and trails for every 1000 residents.

The goal of planning for a park, trail, and open space system is to provide facilities available for all the varied cultural, recreational, and leisure oriented interests and pursuits of local residents, and that preserves the natural environment and enhances the unique rural and historical character and quality of Francis.

PARKS AND SCHOOLS PLAN GUIDELINES

Guideline 1 Parks should be provided to allow for a variety of recreational opportunities to meet the needs of all areas of the community. The shown planned park locations are generalized and will require additional study for final site determination. All parks may have some lighted facilities.

Neighborhood Parks provide basic recreational opportunities which are easily accessible to local residents. These parks should be required to be constructed in developments of 10 lots or more.

Community Parks concentrate a broad range of recreational activities for major portions of the Town. Community Parks should be located where they are accessible from relatively long distances.

Guideline 2 Parks should be located to enhance unique landmarks, including historical sites and buildings, and environmentally significant areas.

Guideline 3 The Town of Francis is committed to quality education for all of its citizens. The Town should work with the South Summit School District

to plan for and secure new school facilities that are within the Town limits.

School site selection should observe the following criteria:

Elementary Schools should be located along local streets so that they are accessible but exposed to low volumes of traffic. They should be within walking distance of as many students as possible, and they should be sited in conjunction with neighborhood parks whenever feasible.

- Middle Schools should be located along collector streets where they are accessible from relatively long distances.
- High Schools should be located close to arterial streets in areas that can accommodate the activities generated. Facilities that will create a great deal of traffic, noise, or light should be located away from residences. Light for sports facilities should be shielded to reduce neighborhood impacts and to maintain a dark night sky.

Guideline 4 Supplemental recreation opportunities are available at most school sites. Joint use of park, school, and library sites by the Town and school district should be encouraged.

Guideline 5 The character of parks and schools should reflect the unique features and lifestyles of the surrounding neighborhoods.

Guideline 6 Private development participates in park, and trail development through park impact fees, dedication of land, and construction of facilities.

Guideline 7 The method for determining basic park and school needs should be uniformly applied to all areas of the Town.

Guideline 8 Linear Parks/Trails/Paths should be maintained and expanded along streams, creeks, easements, and rights-of-way.

Guideline 9 A Town-wide beautification program as a part of the overall Park and Open Space system should be initiated.

Guideline 10 Landscaping and forestry programs should be continued and expanded on public property and along roadways.

- Guideline 11 An active municipal role in providing youth-oriented recreational programs and services should be maintained.
- Guideline 12 Convenient access to public park sites and recreational areas should be ensured.
- Guideline 13 Close cooperation between the Town, public and private schools, public agencies, community groups, volunteer organizations, business and industry should be continued in the provision of recreational services.
- Guideline 14 Selected sites which have unique open space and scenic values should be the focus of public acquisition efforts.
- Guideline 15 Natural areas, flood plains, forested areas, meadows, wetlands, and other important environmental features should be preserved as open space resources.
- Guideline 16 A committee to promote park and trail facilities should be established.
- Guideline 17 While land is available, land purchases should be provided for as soon as possible.

ECONOMIC ELEMENT

Economic development brings in new capital from outside the area into the community to improve the lifestyle of local citizens.

ECONOMIC NEEDS

Between 10 and 15 net new jobs need to be created within the Town of Francis each year to keep pace with the needs of the growing population. This calculation is based on a Town population of 950.

Commercial jobs, defined as retail, service and professional, are important for local citizens. Most current Francis residents travel to other communities to meet their commercial purchase needs and to work.

Francis needs to create commercial business and job opportunities. Doing so however, may create unfair competition with existing commercial businesses.

Jobs and business opportunities are limited within the Town and most residents must commute. Given the location and size of Francis, the service industry has the greatest potential for job development.

Return per acre for commercial developments average 2.4 times the return offered by manufacturing business. The higher returns however, come at some risk to existing commercial businesses, salaries are generally lower than manufacturing salaries and many of the jobs created are part-time.

Maximizing returns on commercial and manufacturing space should be a Town goal. After all, this is the investment which the Town makes to earn returns which help to keep taxes on residents as low as possible, while providing necessary Town and school services.

The Goal of the Economic Element is:

Goal 1 To promote and encourage commercial, industrial and other economic endeavors to strengthen and improve the Town's tax base and quality of life.

- Policy 1 Coordinate closely with private, county, state and other economic development organizations.

- Policy 2 Promote a positive environment for the growth and development of economic activities which will enhance the Town's quality of life.

- Policy 3 Encourage the development of a package at sites which meet the five-way test and promote the sites through economic development channels.

- Policy 4 Provide adequate infrastructure to support the anticipated needs of commercial, industrial and residential development.

ENVIRONMENTAL ELEMENT

Francis is located in the south east portion of Summit County approximately 45 minutes from Salt Lake City and Provo.

CLIMATE AND VEGETATION

The climate in Francis is semi-arid, characterized by higher summer temperatures, low humidity, wide temperature ranges, and low seasonal precipitation. The mean maximum high and low temperatures for January and July are shown in Table 1.

TABLE 1

Mean Maximum Temperatures
Francis, Utah

	January	July
High	35.3E F	84.5E F
Low	10.5E F	48.6E F
Diurnal Range	24.8E F	35.9E F

Source: Utah Climate, Utah State University

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

Precipitation is mostly orographic in origin and averages 18 inches per year. Precipitation occurs evenly throughout the year with a variance of about 3/4 of an inch between April, the wettest month (1.84") and June, the driest month (1.06").

The high temperatures and high amount of solar radiation cause low humidity and high evapo-transpiration rates

Natural Hazards

SOILS

Francis=s efforts to minimize soil and geologic hazards to people and properties include:

1. Special review procedures and ordinances for building on hillsides or in other environmentally sensitive areas.
2. Requiring developers to identify and assess soils and geologic hazards prior to development.
3. Preparing construction guidelines for roads and other improvements on sensitive hillsides.
4. Regulations that limit development densities on lands that contain severe hazards or constraints.

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

IMPLEMENTATION ELEMENT

It should be recognized that a general plan is never really finished. Rather, a general plan should become a repository for new and improved ideas which can be assimilated and made part of an on-going program. As better solutions to problems become known, or as changes and unforeseen conditions arise, corresponding changes should be made in the plans. However, what may appear to be a better solution to one problem, may lead to other changes. Changes should, therefore, be made in the Plan only after the total effects have been taken into account.

Implementation Measures Needed

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

1. Preparation and adoption of a revised Zoning Ordinance designed to implement the Land Use Element of the General Plan.
2. Preparation and adoption of revised subdivision regulations designed to implement the Circulation Element of the General Plan.
3. Preparation and adoption of policies covering extension to water and sewer lines and other public utilities as a means of encouraging development to take place in accordance with the Plan.
4. Preparation and adoption of a long-range Capital Improvement Program (CIP) showing public facilities listed according to priority of need and indicating the approximate amount and source of funds.
5. Adoption of impact fee ordinances to fund the improvements required by new development and growth.

GENERAL PLAN REVIEW

Francis Town ' s General Plan shall be reviewed every five (5) years or as determined by the Planning Commission or the Town Council.